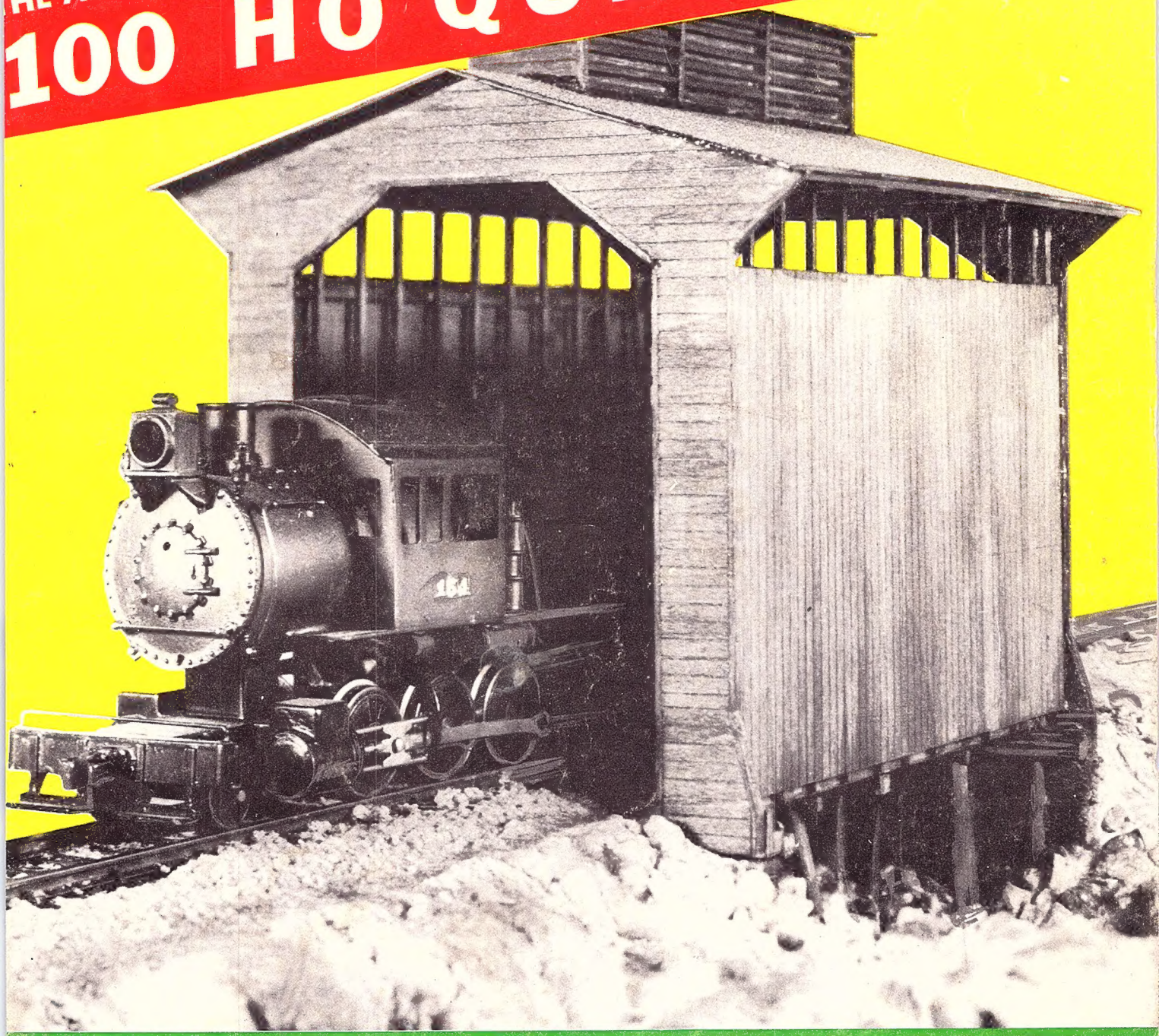
RAILROAD MODEL CRAFTSMAN

NOVEMBER 1956
50 CENTS

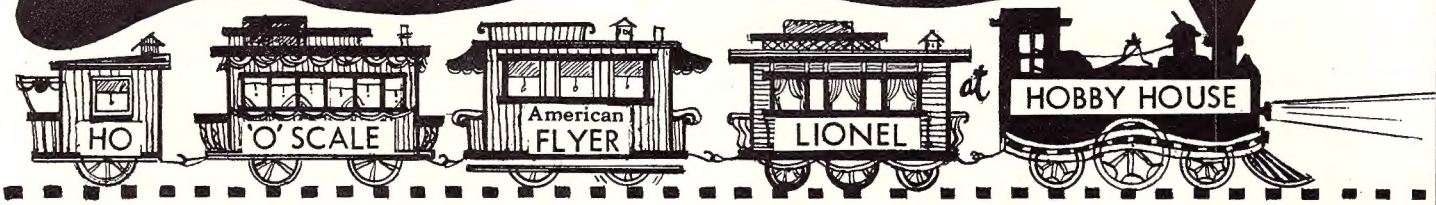
THE ANSWERS TO 100 HO QUESTIONS



GIEBNER BUILDS A COVERED BRIDGE

MOHAWK & HUDSON RR · MICROWAVE STATION

MOST COMPLETE SELECTION OF MODEL TRAINS - ANYWHERE!



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Gargraves: Realistic scale appearance, wood ties, bend to any desired pattern, terrific:
Gargraves Flexible Track, 3' sec. ..... .95
Gargraves Stainless Flexible Track, 3' sec. . 1.20
Track pins, connect w/O or 027, specify dz. .25
Gargraves Manual Switches, Rt or Lt. ... ea. 5.50
New Gargraves Electric Switches w/controller-R. L. 10.95
Century. Hi-Speed Switch — black bakelite base conceals wiring tubular rail, R or L ..... ea. 7.50
Century Electric Switch w/controller—R.L. 11.95
Peare .250 Hi-Rail Brass Switches mounted on wood. Lionel O height. Rt or Lt. ... ea. 6.95
Peare .172 Brass Rail Flexible Track, 3' ... 1.65
Switch Machines: Make switches automatic.
Hand Switch Controller (stand) 1.50
Polaris ... ea. 2.25 Lindsay ... ea. 2.95
(Both mount above or below table)
Challenger—best, below mount only . ea. 3.50
Switch Controllers: Operate Switch Machines
Mallory Lever Controller (1.49) ..... .79
Toggle Switch SPDT Mom Center off (1.) .69
Jiffy—operates 7 switches 2.25
Best friend of Charleston skematic control w/illumtd lucite buttons 1.49
Wood ties to match Lionel metal ties, O or 027. Pkg. of 115 for 1.00
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Cork Roadbed—3' curvable sec for O gauge. .60
3' curvable sec for 027 ..... .50
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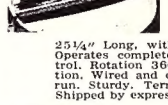
H513 Hi-Rail Double Crossover Kit 19.50



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25¼" Long, with GarGraves Track. Operates completely by remote control. Rotation 360° in either direction. Wired and completely ready to run. Sturdy. Terrific 29.95
Shipped by express. Send no postage.

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Gargraves stainless track, 3' sec. 1.20
Gargraves switches manual, Rt or Lt ... ea. 4.50
Gargraves Electric switches w/controller, R or L 10.50
S101 Flexible .172 brass rail on fibre tie strip. Connect w/Flyer. Put on roadbed 3' 1.20
Peare Switches above rail mounted on wood w/ties. Use w/Flyer, Gargraves, .172, R or L 3.65
TruScale Hispeed switches—highest quality, (use w/all tracks) Right or Left 5.25
Sound Deadening Cork ROADBED. 3' Curvable ..... .50
24" Radius circle of roadbed wood (3.25) .. 1.00
TruScale Plain wood roadbed in Reference Catalog.
Switch machines and controllers under Lionel.
Track mounting screws for Flyer ... 3 doz. .50

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Ambroid quality wood kits, super detailed, knuckle couplers, trucks. Complete, Fine!
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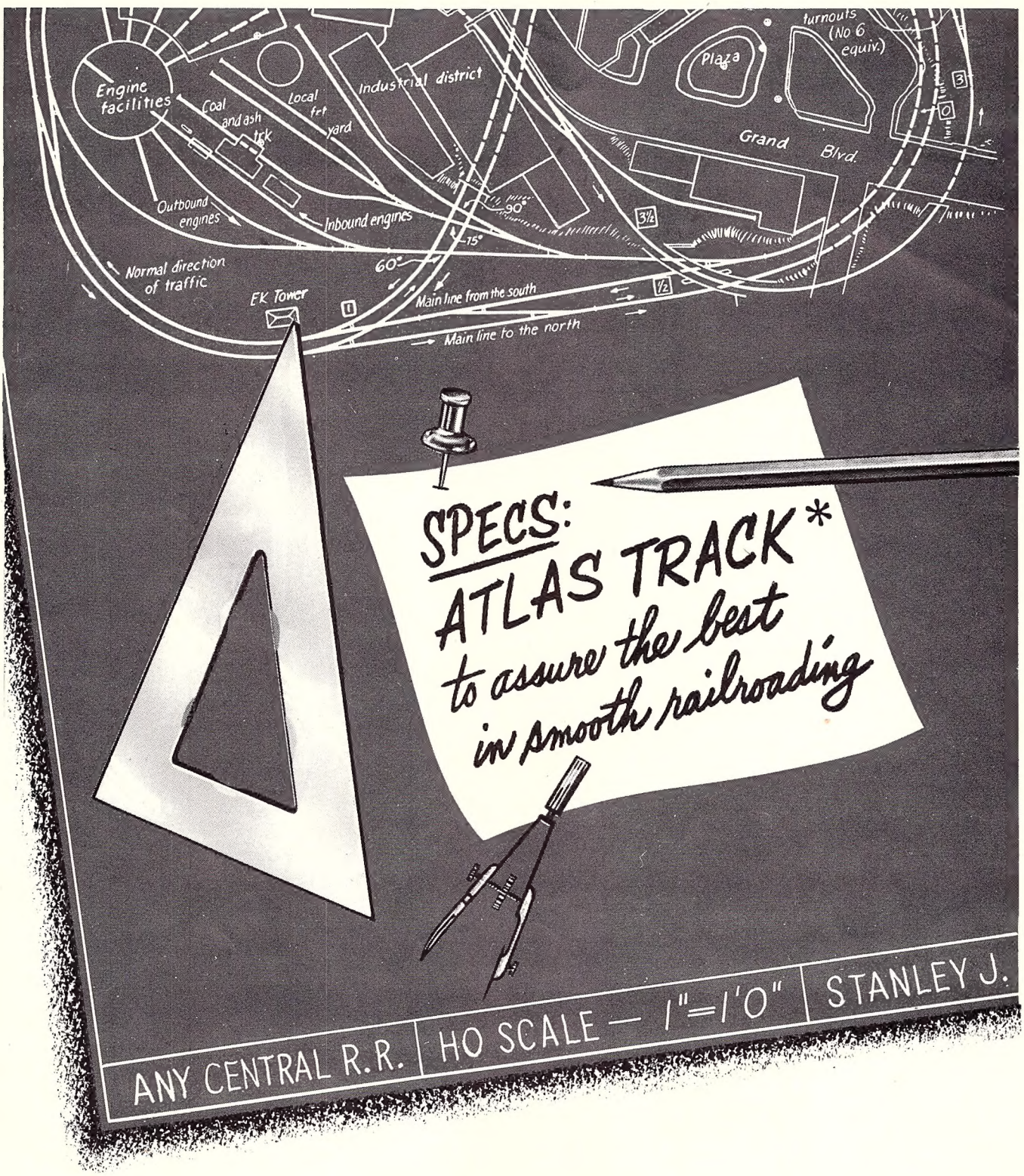

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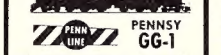

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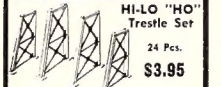

Scenic Operating Layout
For use with Tyco or General train sets: 12" radius track.
Complete, less track $19.95
Track for above, add 8.25

TYCO HO TRAINS

ORDER BY MAIL FROM AHC

MEW 44 TON DIESEL
Electric road-switcher. Die cast metal. Both trucks powered. Turns on 8" radius curves. KIT - $19.95 — Ready-to-Run - $24.95

Athearn **NEW GLOBE DIESEL**

Brand new A unit. Assembled! Dual Belt Drive. S.F. or PBR. **$6.95**

BINKLEY

$3.35 EACH

NEW BOX CARS. Wood Construction. Complete with trucks. Rd. Names: New Haven. S.P., B & O Merch; W.P.

hobbytown

NEW 12 WHEEL ALCO SWITCHER

6 wt. truck road switcher with all 12 wheels driving. All brass gears, metal body. Kit #300K. **$24.95**

LOCOS & POWER UNITS

ATHEARN - GLOBE

R.D.C. (1, 2, 3 or 4) 14.95
R.D.C. (Dummy—1, 2, 3 or 4) 6.95
F7 DIESEL A.S.F., PA. or So. Pac.
KIT - Single Drive A or B - ea. 11.95
KIT - Dual Drive A or B - ea. 14.95
ASSMBLD Dual. Dr. A or B ea. 14.95
ASSMBLD Dual Dr. A or B ea. 17.95
Assmbld. Dual Belt Dr. S.F. or Pa. 6.95
Dummy Kits . . . UNPAINTED:
A Kit — .98 B Kit — .89
Dummy Kits . . . PAINTED:
A Kit — 2.29 B Kit — 1.89

BOWSER

Articulated 4-6-6-4 52.50
Pacific 4-6-2 with tender 32.50
Aertic, Tender (Semi-Vanderbilt) 8.50

FLEISHMANN (Ready to Run)

0-4-0 Loco 11.50
Baldwin Dsl. Switcher 17.95
Maqul Loco 19.95
Pacific with Tender 24.95
0-6-0 Loco (Tank Switcher) 14.95

HOBBYTOWN

Alco Pass. Dsl. 101K(12 wl dr.) 29.95
8 wheel Drive 215K 19.95
Alco Switcher 211K (8 wl. dr.) 29.95
300K 12 Wl. Dr. DC 70 24.95
8 wl. dr. 220K (DC70 Mtr.) 19.95
Alco 1600HP Dsl.123K(8Wl.dr.) 27.50
8 wl. d. 206K (DC 90 Mtr.) 19.95
EMD E-7 Pass. Dsl. 97K 12 wl. 19.95
8 wl. dr. 186K (DC 90 Mtr.) 19.95
GLOBE F7 Pwr. Chasis 8 wl. dr. 14.95
Multi-Drive 4 Dummy A or B ea. 9.95

Buried in This Ad are most of the new items. Sometimes there isn't time or space to list all of them. But, if available anywhere, we have it.

LINDSAY

Alco 1600 hp. Diesel - A 13.95
B - 13.95 Dummy B 4.95
Power Truck Kit for Globe F7 9.95
Powertruck for RDC 12.95

MANTUA

Shark Nose Rd. Diesel A or B Unit 14.95
Shark Nose B Dummy 7.95
Shark Nose Duel Drive 9.95
Booster — 9.95 Shifter 15.95
Valve Gear Kits — 2.95 Assmbld 4.95
Little Six — 12.95 Big Six 17.95
Pacific — 24.95 Mikado 27.95
Trolley — 8.95 General 19.95
Roundhouse Goat 24.50
Maqui or Belle of 80's ea. 29.50

PENN LINE

Pacific - 34.50 Atlantic 29.50
Consolidation 32.50 Mikado 34.50
GGI — 34.95 Decapod. 34.50
T1 Articulated 4-4-4-4 39.50
Midget Diesel Switcher 9.95
Midget Diesel Switcher Assem. 14.50

PENNA. SCALE MODELS

Street Cars: PCC - 16.95 IRR 22.50
Brill Trolley - 12.95 IRR Trailer 12.50

PITTMAN MOTORS

DC 60 - 5.00; DC 80 - 6.00; DC71 6.50
DC 94 - 7.50; DC91 - 7.50.

VARNEY

Aerotrain Loco .99 Finished 1.99
Aerotrain Power Kit 9.50
O-4-0 Dockside 15.00
Brute Diesel A or B (Assmbld.) 15.00
Brute Diesel Dummy A or B 7.95
Consolidation (with Tender) 29.95
GM 1000hp Diesel Switcher 19.75
Casey Jones with Tender 29.00
Drive Unit; Single 9.50; Double 14.95

MISCELLANEOUS

MODEL DIE CAST 0-6-0 17.50
MODEL DIE CAST 4-4-2 Atlan. 24.95
MODEL DIE CAST Td. Hog 0-6-0 14.95
WALTHERS Shuttle Jack 21.95

POWER PACKS-CONTROLS

MODEL RECTIFIER CORP.

Throttle "Pulse" Pack 13.95
Train Pack — 10.95; Dual Pack 19.95
Model Pack - 23.95; Tri Pack 43.95
Model Meter Pack 25.50
Cab Control Unit 19.95
Model Adapter 9.95
Selenium Rectifiers: 2 Amp. 4.50
6 Amp. 6.45 & Amp 7.95

SCINTILLA

Unipack - 10.95: Electro Pack 19.95
Electro Pack, Dual Control 25.95
Multi Pack Sr. 37.95
Dyna Pack Mark IV 31.95
Black Control 8.50

MISCELLANEOUS

Mono-Pacer (Bergen) 15.95
Duo-Pacer (Bergen) 34.95
Trio-Pacer (Bergen) 42.95
Powerpacks; Herkimer 10.95
Varney, Hobbylite or Tyco ea. 9.95
Tyco Master Pack 19.95
K&O Choo Choo Pack 7.95
HO Rheostat (Ohmite MT-40) 1.60
Lever Action Rheo (Bob Peare) 5.45
Circuit Breakers 3 or 5 amps. .50
Jiffy Switch Controller 2.50
0-6 or 0-20 DC Amp Panel Meter 3.00
0-15 DC Voltmeter Sq. Panel Type 3.00
Toggle Switches: SPST .70
DPST - .80; DPDT or SPDT .95
DP-DT center off position, Reverse 1.40
SP-DT mom. (1 hole mounting) 1.25

HO ROLLING STOCK

ATHEARN & GLOBE

STREAMLINERS (PLASTIC):

Coach or Baggage - Mail .98
Painted S.F. or P.A. 1.98
Vista Dome or Observation 1.29
Painted S.F. or PA. 2.29
40' BOX CARS ea. 2.50
El Capitan; Grand Canyon; Scout Chief; Super Chief; ACL; CB&O; C&EI; C&NW; CN; CP; Erie; FEC; GM&O; GN; IC; DL&W; NP; Monon; NYNH&H; PM Rock Island; SP; UP
40' SPECIAL BOX CARS ea. 2.95
B&O Sentinel; B&O Time Saver; C&O Luminous; NYC Pacemaker; SP Overnight; Timken RF Red, Yellow or Silver; W.P.; MP; NC & ST.L; ST. of Me.
50' AUTO ea. 2.75
Super Chief: El Capitan: Scout: Grand Canyon: Monon: KCS: SSW: MKT: Chief A.T.S.F. Exp.
40' FLAT CARS ea. 1.85
C & NW: Cinchfld: Grand Trunk
50' FLAT CARS ea. 1.95
Southern: U.P.: Erie
REEFERS ea. 2.75
MDT; Ill. Cent; Burl; Art; NP; Armour; FDEX; ART/MP; WFE; PFE; Swift; Sohi
Rd. Roof Cars; 40' Box ea. 2.50
40' Auto ea. 2.65; 50' Auto ea. 2.75
DT&I; Pennsy; SAL; N&W
TANK CARS (1 Dome) ea. 2.50
Mobilgas; SP Gas; SP Diesel: UP; Shell: Texaco; Roller Freight
TANK CARS (2 Dome) ea. 2.75
Union Oil; UTLX; Deep Rock; Shippers
TANK CARS (Shorty) ea. 2.40
Atlas; Magnolia; Crystal

AMBROID

GN Caboose 3.95
G.N. Express or Unicel Reefer 3.50
Stock Car or BM Snow Plow 3.00
Watermelon Car 3.00
Open Platform Coach, Baqaage or Combination Car ea. 3.95

AYERS

Flat Car 2.25 Gondola 2.35
High Side Gondola 2.45
Hopper Bottom Gondola 2.55

BINKLEY MODELS

PASSENGER CARS ea. 4.95
1880 1890 or CP Coach: 1890 Exp. Baq: U.S. Postal: 1864 Sleeper
1850 Pay Car 3.95
1870 Baggage Mail 4.50
1900 Chair Car 5.50
1890 "Shorty" Observation 5.75
Caboose Car 5.95
Col. Midland Wood Box 2.75
Overland Despatch Wood Box 2.75
D & RGW Wood Stock Car 3.10
M.P. & A.T.&S.F. Wood Stock 3.10
N.H. Box Car 3.35

HERKIMER (OK)

80' STREAMLINERS ea. 4.45
Coach: Baqaage; Baqaaae-Coach: Sleeper: Diner: Postal-Baqaaae.
80' Astradome or Observ. ea. 5.45
60' STREAMLINERS ea. 3.95
Coach; Baqaage; Baqaaae-Coach; Sleeper; Diner; Postal-Baqaaae.
60' Astradome or Observ. ea. 4.95

J-C MODELS

Observation Car 3.50
$2.95 ea. (Silver Sides) NYC Postal, Diner, Baqaaae, Baq. & Coach, Lounge Coach, PA: Baqaaae, Baq. & Coach, Coach, Modern Coach 12 Sec. Pullman, N&W Coach, Baq. & Coach.

LACONIA

Sierra Combine 3.25
Reefers; Dry Ice, Cent. Vt. Milk, Rut. Milk, Chat. Mar. Wine ea. 1.75
Raiston Purina 2.25
Box, Hopper or Gondola - ea. 1.95
REEFERS ea. 2.50
Beers: Goetz, Tivoli, Bullfrog, Peerless; Red Pot: Columbia Soap: Merchants Biso; Kraft; Libby's: Page Milk

MAIN LINE

50' Reefers --- less tks. --- ea. 2.95
Beers—Renkens Milk; PFE Sheffield Farms; Penn Exp.; Milw; Basic (rd.rf.) unpainted; G.N.; N.P.; Basic (flat roof), Menaha
36' Reefers --- less tks. --- ea. 2.85
Pvt. Owner—Chrisco; Decker Meats; NRGE Bananas; Budweiser.
Palace Poultry Car --- less tks. --- 2.75
Pennsy N6B Caboose 2.95

MANTUA

REEFERS ea. 2.65
Borden's; Burl; Crazy Crystals; Pluto Water; Land-O-Lakes; Baby Ruth.
GONDOLAS ea. 2.25
Penna; T&P; B&O; R.I.
STOCK CARS ea. 2.25
A.C.L.; M.K.T.; M.P.
TANK CARS ea. 2.45
Texaco, Shell or Republic
BOX CARS ea. 2.25
WM; GM&O; GA; MC; MKT; GN
MISC. CARS (MANTUA)
Flat Car 1.75
8 Wl. Caboose 3.25 Pennsy 2.95
4 Wheel Bobber Caboose 1.95
Streamline Coach or Combine ea. 4.95
Baqaaae 4.95; Observation 5.95

SILVER STREAK

BOX CARS ea. 2.95
M. & St; S&A: Frisco: Minn. Mining: UP: D&R GW Auto
REEFERS ea. 2.95
AT&SF; Green Bay & West; Oscar Mayer; Swift; No. Pac.; MDT (NYC); C.&R.
WORK CARS ea. 2.95
Gen'l. Commissary: Supply: Engineering
CABOOSE CARS ea. 3.25
B&O; SP; UP; Frisco
Flat Cars ea. 3.50
Bay Window; MP Drovers: Combination

ULRICH

COMPOSITE GONDOLAS ea. 2.50
RI; JC; LV; Pa; N&W; ATSF; NYC
GEN. SVC. GONDOLAS ea. 2.90
SP; UP; Utah Coal; Great Northern; M. & St.L; Soo
OUTSIDE BRACED BOX ea. 2.90
SP; Pere Marquette; B&M; GN; D&H; ATSF; Den. & Rio; La & Ark.
BRACED CATTLE CARS ea. 2.75
Chicago; St. Paul; Minn. & Omaha; At. Coast Line; Penna; Chicago & N-western
WOOD SIDE BOX CARS ea. 2.50
Texas & Pac; Delaware: Lack. & Western
FLAT CARS ea. 2.25
Nashville; Chat. & St. Louis; So. Pac; Texas & Pac; Canadian Pac; St. Louis Southwestern; Soo Line
HOPPER CARS ea. 2.90
D&H; L.V.; Reading; W.Md.; Santa Fe; B&O; R.I.; L&N; Mo-Pac; NYC; Erie; Frisco; N&W Pa. C.B. & O; Milw.

VARNEY

Aerotrain Coach 79 Observ. .99
Finished: Coach 1.79 Observ. 1.99
40' FLAT CARS ea. 1.90
Pa.; S.P.; A.T.S.F.; NYC. No. West.
TANK CARS ea. 2.50
Sinclair; UTLX; Texaco; GATX, ATSF. Koppers or Carbide & Carbon ea. 2.25
REFRIGERATOR CARS ea. 3.35
Beers; Blatz, Pabst Schlitz, Can. Nat'l.
Mo.Pot: Burl: MDT: Gerbers Baby Fds: NP: St. Louis: Wabash Flag; ART: SF El Capitan: PFE: Old Dutch Cleanser: Fairmount Butter: Carnation Milk.
COVERED HOPPERS ea. 2.35
Manon; NY, Nil; Plate: Pa; Del & Hud.
HOPPER CARS ea. 2.35
Va: Pa: Burl: SP, C & El: C of Ga.
GONDOLA CARS ea. 1.90
Pa: SP: D&RG; Mich: EJ&E

MOUNTED CROSSINGS

14" 28° 45° 60° 90° ea. 3.95

WOOD ROADBED - TIES - PLANK

Straight 3 Ft. .45 .33
Superflex 3 Ft. .72
Set-Easements, R&L pr. .80
Bridge Stock 18 in. .40
Switch Blocks, Any Size .65 .45
X-over Bloc. Any Size .85 .55

COMPLETE CIRCLES

14" Radius 1.90 1.45
16" Radius 2.15 1.65
18" Radius 2.40 1.85
20" Radius 2.65 2.05
22" Radius 2.90 2.20
24" Radius 3.15 2.40
26" Radius 3.40 2.60
28" Radius 3.65 2.80
30" Radius 3.90 2.95
32" Radius 4.15 3.15
34" Radius 4.40 3.35
36" Radius 4.65 3.55
Switch Kits: Y, 4, 6, 8 RHorLH ea. 1.25

HO MISCELLANEOUS

SWITCH MACHINES

Klick - 1.35 Challenger 3.50
Polaris (Exposed or Concealed) 1.50
Turbo Jet 1.50
Walthers TS-5 2.25
Lindsay 2.95 Mini-Switch 1.95
Jiffy Switch 2.25; Tru-Scale 1.95
Kurtz Kraft K4—1.50; Economy .98

HO CAR PARTS

COUPLERS & RAMPS

Rail Line NMRA std. couplers pr. .35
Rail Line (above) w. dr. gear pr. .50
Rail Line Uncoupling Ramp .35
Varney Couplers .10 w/draft .15
Mantua Freight .35 Passar. .50
Mantua Freight (metal cars) pr. .25
Mantua Uncoupling Ramp .50
Varney Automatic .20 Brass .30
New Varney Ramp .15
Kadee — 40 w/Draft Gear .50
Kadee Uncoupling Ramp .25
Kadee Control Button 1.35
Kadee Talgo Couplers (Plastic) pr. .25

TRUCKS

Kadee Talgo Trucks pr. 1.30
Mantua Talgo Pass. pr. 1.95
Mantua "Talgo" Trucks pr. 1.25
Varney (Nylon) pr. .50
Silver Streak (Metal) pr. .85

HO TRACK PRODUCTS

ATLAS

Curvable Track, 3 Ft. Section .75
Switch Kits Y, 4, 6, 8-LH or RH 1.25
Atmbld. Switches 4, 6, 8 LHorRH 1.95
Custom-Line: Switches Y, 4, 6 LorR 2.50
Crossings: 12 ½° RH or LH 2.95
19 or 25° - 2.50; 30, 45 or 60° 2.25
Switch Mach. Manual 60 Remote 1.75
Rail Joiners, Brass .50
Plastic Insul. Rail Joiners 12 .15
Curb Roadbed or Switch Blocks ea. .35
Tie Strip .25 Ft 1.50
Switch Tie Strip 10 Ft 2.00
Double Tie Strip 10 Ft 2.50
HO Brass Rail 99 Ft. 3.75

ATLAS "SNAP-TRACK"

Snap-Track Straight 9" Sections, or Curved (15", 18" or 22" Rad.) ea. .25
Auto. Snap Switch R.H. or L.H. 4.50
Manual Snap Switch RH or LH 2.95
Bumper 49° Control Box 1.00
Girder Bridge 1.75
90° Snap-Crossing 2.25
Terminal Sect. Stra't or 18" Curve .75
Re-Railer on Snap-Track .60

TRU-SCALE READY-TRACK

Straight 2' lengths $1.00; Curved 16", 18" & 20" radius ea. .75; Full circle $6.00
Full Circle: 22"-- 6-65 — 24" 7.30
26"-7.95-28" 8.60
Show-Off Track: 15"-6.95 30" 8.95
MOUNTED TURNOUTS TIED ea. 3.35
Hi-Speed 4, 6, 8 or Wye RH or LH
MOUNTED X-OVERS TIED ea. 5.95
Hi-Speed 4, 6, 8 RH or LH
Cross Crossover 4&6, RH or LH 17.95
Hi Sp. Dbl. T-nout #4, RH or LH 10.95

BLDGS. & STRUCTURES

ALEXANDER

Country School or Fr. Stn., ea. 3.50
Tunnel Portals (PRR, B&O, N&W) 1.15
Dbl. Tunnel Portals 1.50
Water Tank $2.95 Coaling Stn. 6.95
Pillar Crane & Dock 2.95
Oil Tank and Rack 2.25

AYERS

Rail Truck Terminal 2.25
Mission Style Station 1.90
1887 Passenger Depot 4.25
Fr. House: 1886 2.95 Box Car 1.95
Coaling Twr. 1.70 Water Tank 2.25
Motion Cafe- 2.75 Lumber Yard 4.25
Union Ice Co. 4.25 Old Town 4.95
Icing Platform Extension 2.10
New Diesel House 4.95
Modern Station 1.45 Factory 2.25
Deck or Thru Timber Bridge ea. 3.30
Timber Trestle 3.75; Truss Bridge 4.25
Old Town Loadings 3.75
Platforms: Freight 1.25 Pasar. .95
2 Modern Stores 1.25

SUYDAM & ARGY

Nite & Day Water Heater Co.— 4.25
Interior Details .225 Lighting .95
3 Stall Rdhse. 5.25 Xtra stalls 1.25
No. 1 Furniture Factory 3.75
No. 2A Machine Wks. Dbl. Bldg. 4.25
—28 Machine Wks., Single Bldg. 3.00
—3 Northside Tool & Die Co. 3.75

MFG. CATALOGS

Mantua or Authenticast ea. .35
Walther Catalog or Bob Peare .50
Penn Line Model Die Casting ea. .25
Varney, Athearn Hobbyline, Tru-Scale
Selley, Suydam Fallen, Ayres, Ulrich
Pioneer, Summit, Model Rectifier, Silver Streak, Alexander; Ambroid Binkley, Weston ea. .10

MISCELLANEOUS

Lifting Kit for Pass. Cars 1.75
Terminal Connector (Mantua) .50
M. H. P. Diaphragms pr. .65
HO Ballast, Gravel Grass, Earth Coal
Scenic Sand ea. .35
Trackleyer Spikes .60
Spikes (Offset Hd.—Steel) pkge. .50
Slide Switch .25
Kurtz Kraft Semaphore 2.25
Kurtz Kraft Crossing Gate 1.95

TURNTABLES

Ideal 11.95
Robico Gallows 3.95

M. E. W. Ground Throw .75 =4 Mine Buildings 5.25
Kurtz Kraft KS 2.50 Warehouse - $3.75 Engine House 3.95
Pump House 2.95 Sawmill 4.85
Grain Elevator 3.75
Mines: Blk. Dart 1.95 Red Lk. 2.75
House-Cream Lt. Green Rose 2.25
Shelter: Open or All Season ea. .95
Station Shed 2.95
Yard Control Tower 4.50
Mail Pouch Tobacco Barn 1.95
Switchyard Observ. Tower 4.50
Grand Junction Box Works 3.25
Swift Meat Packing Plant 3.65
Fruit Growers Exchange 3.25
Purina Chows Feed Mill 3.45

MISCELLANEOUS

Model Wood Lumber Kits: Kit A 2.95
Kit B 3.95 Kit C 5.95

NO MINIMUM ORDER

14 Day FREE Examination WITH FULL MONEY BACK GUARANTEE!

Any unused item purchased from us can be returned in 14 days for complete refund or exchange.

ORDER NOW! GET ALL THE AHC **"EXTRAS"**

RED HOT BUYS

HO BRASS RAIL
99 Ft. $2.95
495' for $12.50

SOLDERING IRON
Ideal for all model work Reg. $2.25 A Real buy, at only **$1.29**

DC POWER SOURCE
4 amps, 12 volts in a build-it-yourself power kit. Here's a basic unit consisting of transformer, line cord, full wave constant duty selenium rectifier—color coded and labeled for hookup, 5 amp circuit breaker and holder, etc. An ideal power source for cab control.
REDUCED TO 9.95

0-20 D-C AMP METER
panel mount, 2½" square with bracket. An AHC super special.
Reg. $10.00 **2.00**

61-80 CARBON DRILL SET with Hand Case. Of good quality.
Save $2.00 **4.50**
Reg. $6.50

HO SWITCH MACHINES
Positive spring toggle action. A real "buy" at this low price!
98¢

4 for $1.00
10 for $2.00
SPECIAL BUY! Control panel and track diagram INDICATOR LAMPS A real bargain! **2 for $1.59**

SWITCH CONTROLLERS. Complete with 2 colored G.E. miniature bulbs, mounting brackets, number strips, full instructions, etc. Req. 98c each **2 for $1.59**

TOGGLE SWITCHES
SPST 29c
DPDT center off 98c

AHC CORK SWITCH BLOCKS for No. 4 or 6 switches (LH or RH). Extra wide cork. Comes with built-in switch machine. Reg. 35c **30c**

PEA LAMPS . . . 12 volt with leads. Choice of Red, Green, Amber or White **10 for $1.25**
3 for 49c

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Send payment in full. No stamps, no C.O.D.'s. Address your order to us at the branch office nearest to you:

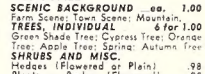
AMERICA'S HOBBY CENTER

Dept. C-96 156C West 25th St., New York 1, N. Y.
Dept. C-96 55C E. Washington Street, Chicago 2, Illinois
Dept. C-96 Rm. 230C, 742 Market St., San Francisco 2, Calif.

NO MINIMUM ORDER • NO MINIMUM ORDER

WE DUPLICATE ANY OFFER made by any other advertiser. Attach ANY ad to your order—and take advantage of the AHC "extras."

READ THIS ENTIRE MAGAZINE FROM COVER TO COVER ALMOST **EVERYTHING ADVERTISED CAN BE ORDERED FROM AHC.**



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156 West 25th Street, New York 1, N. Y.

You'll find everything here . . . the world's largest stock — including the smallest engine parts. Experts on hand to help you!

BOOKS

Atlas Track & Layout .10
Operating Manual 2.00
How To Wire Model RR. (Wescott) 2.00
. . . To Run Mdl. RR (Boomer Pete) 2.00
Model RR. Encyclop. (Kalmbach) 6.00
Track and Layout (Kalmbach) 2.00
Prac. Guide to Model RR 2.00
Introd. to Scale (Wescott) .25
Fun with Model Railroads .15
Model Cars & Locos 1.00
How to Wire Sumlement .75
Small RRs. U Can Build 1.00
'Automatic Control' or Couplers .50
Track and Freight Car Design 1.00

MFG. CATALOGS

Mantua or Authenticast ea. .35
Walther Catalog or Bob Peare .50
Penn Line Model Die Casting ea. .25
Varney, Athearn Hobbyline, Tru-Scale
Selley, Suydam Fallen, Ayres, Ulrich
Pioneer, Summit, Model Rectifier, Silver Streak, Alexander; Ambroid Binkley, Weston ea. .10

ORDER NOW! GET ALL THE AHC **"EXTRAS"**

FIGURES—ACCESSORIES

TRU-SCALE

SCENIC BACKGROUND ea. 1.00
Farm Scene; Country Scene; Mountain.
TREES, INDIVIDUAL 6 for 1.00
Green Shade Tree; Cypress Tree; Orange Tree; Apple Tree; Spring; Autumn Tree
SHRUBS AND MISC.
Hedges (Flowered or Plain) .98
Plants or Bushes (Flowered) .98
Imitation Grass, Earth or Linden .98
Landscape Kits 9 pc. .98; 19 pc. 1.95
Flowers Climbing .98
ORNAMENTAL FLOWERS 6 for 1.00
Red; Yellow; Blue; Green; Mixed Red & Green: Mixed Yellow & Green: Assorted

CEMENTS & LIQUIDS

Ambroid .30 and .60
Goo (Walthers) .60
Model Cement .10; .15; .25
High Ball Spray Black 1.29
Track Cleaner or Loco Smoke ea. .98
Rust Preventative .98
410 M.R. COLORS ea. .50
Flat Black: Box Car Red; Reefer Yellow; Reefer Orange; Tuscan Red; Clear Gloss; Pullman Green; Coach Green; Caboose Red; Roof Brown; White; Blue; Grey; Box Car Green; Tank Yellow; Socony Red
Thinner 12 oz. 1.35; Thinner 18 oz. 1.65

PARTS: We carry extra and repair parts in stock. Send today for the parts you need to keep your equipment in "tip-top" shape.

AMERICA'S HOBBY CENTER, Inc.
1931 **25th YEAR** 1956
America's Largest Source of Models & Supplies

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FROM "AHC" . . . THE MODEL RAILROAD'S SUPERMARKET! YOU GET MORE!

PENN LINE · GILBERT HO · VARNEY · HObbyline · OK · Athearn · TYCO HO · Revell · AHC

AHC HAS 'EM ALL! EVERY MFGR! EVERYTHING IN

READY-TO-RUN

LOOK! AHC SHIPS "SPECIAL DELIVERY"

Another AHC First! Order anything in Ready - To - Run & we'll ship it to you extra F-A-S-T . . . by Special Delivery! At no extra charge, of course!

AHC HAS EVERYTHING IN READY-TO-RUN
"HO" TRAIN SETS

Athearn "Conductor" Set Shown Here

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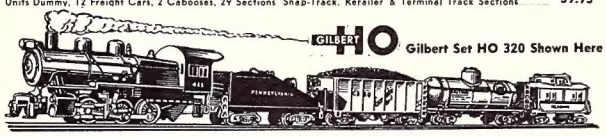

GILBERT HO Gilbert Set HO 320 Shown Here

GILBERT "HO"

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DIESEL FREIGHT SET (HO310). Includes: EMD F-3 Freight Engine, 2 Freight Cars and Caboose, 12 Curved Snap-Track, Terminal, Straight, Uncoupling & Rerailer Sections. 8 Unit Dummy Available, Add $4.95	$27.95
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HUDSON FREIGHT SET (HO330). Includes: Hudson Engine (has smoke and choo-choo sound). Tender, 3 Freight Cars, Caboose, 12 Curved Snap-Track, Terminal, Straight, Uncoupling and Rerailer Track Sections	52.50
HUDSON FREIGHT SET W/WHISTLE (HO332). Includes: Hudson Engine (equipped with operating whistle, smoke and choo-choo sound, Tender, 3 Freight Cars, Caboose and 16 Snap-Track Sections (same as 310 above)	59.95

OK
HERKIMER "OK"
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Set Shown is No. 102

PENNSY DIESEL FREIGHT SET (301). Includes: Penn Diesel "A" Unit Powered, Box Car, Tank Car, Caboose, 12 Sections Curved Snap-Track, Rerailer, Terminal Track and Uncoupler. Order Yours from AHC	$24.95
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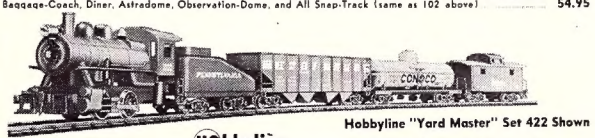

Hobbyline "Yard Master" Set 422 Shown

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THE SHUTTLEBUG (412). Tank Switcher Freight Set. Includes: Tank Type Loco, Tank Car, Box Car, Caboose, 36" x 45" Loop of Curved Snap-Track, Terminal & Rerailer Track Sections and Uncoupler. Order from AHC	$24.95
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THE SILVER METEOR (431). Diesel Streamline Passenger Set. Includes: Twin Unit Diesel Locomotive (with operating headlight), Big 36" x 72" Loop of Snap-Track, Terminal & Rerailer Track, Uncoupler	39.95

Penn Line "Diesel Switcher" Set No. 5601 Shown — $24.95

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Revell Diesel Freight Set T7000 Shown

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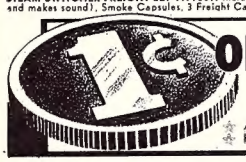

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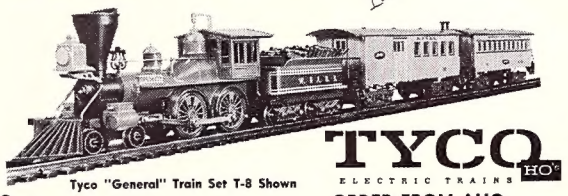

Tyco "General" Train Set T-8 Shown

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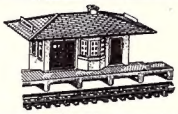

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Behind The Editor's Desk

SOME random thoughts this month which strike us as being worthy of note. With November, the full force of the winter model railroad season is upon us. Thousands of new people will be coming into this greatest of all hobbies and these thousands will be asking lots of questions which will affect their entry into the hobby; their choice of gauge, manufacturer, and type of set.

The answers to 100 of these common questions will be found on the following pages. They answer the basic problems confronting the newcomer and we hope that both the starry eyed new hobbyist and the busy hobby shop dealer will find them of use during this coming Holiday Season.

And Chirstmas is coming up fast. Will you have your layout in operating shape for all the company that will be stopping in to say hello? We hope that the Missus won't have to save the day again with the old cliché about "John not having had a chance to get his railroad ready for visitors because he's been working too hard at the office." Clean up that mess, throw in some scenery and be ready this year.

Besides a lot of HO in this issue, we've packed in a fantrip on the O gauge layout of the New Haven Society of Model Engineers plus a complete picture story of what really can be done in TT gauge. Glyn Lewis' Mohawk & Hudson Railroad operates every bit as good as it looks, too. We hope that this article will stop once and for all any comments about TT gauge being a novelty.

Colder weather will mean an end to many outdoor activities and that television set can be pretty monotonous at times. We suggest wholeheartedly that you visit one or more of the local model clubs and inquire as to the advantages and pleasures of joining. You'll find that almost all clubs welcome new members with open arms and that the stone wall you thought was there really isn't there at all. Some clubs are fortunate in owning their own quarters, others have them on lease, while still other clubs meet at one or more members' homes. Many clubs even have auxiliaries for the frau.

And tell all of your tinplate friends not to miss the big announcement in the December issue of RAILROAD MODEL CRAFTSMAN. As a matter of fact, don't go missing it yourself.

Hal Carstens

Managing Editor

Next Month –

RUSS PORTER has prepared detailed drawings of one of the first road diesel locomotives ever built. It's a blunt nosed job with different styling that you'll go for. . . . We jump across the country with more Mohr plans for a Sacramento City Lines trolley. . . . Plenty of construction articles, too, of structures and other items for your railroad, along with lots of big, detail packed pictures; all stuff that'll make you want to hop right into the layout room and get to work.

Vol. 25, No. 6 November, 1956

RAILROAD MODEL CRAFTSMAN

Including "The Modelmaker" (Est. 1924) and "Miniature Railroading" Magazines

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THE COVER: We don't know if any of the Long Island Rail Road's camelback consolidations ever rumbled across a covered wooden bridge in real life, but we had one do it for our cover picture this month. The bridge is an easy one to build if you follow Lloyd Giebner's article on page 22 of this issue. Staff photo.

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Let's Go Modern

In the spirit of Nathan Hale, and at the risk of being ostracized by most railfans and miniature railroaders for the next decade, I pose a question.

Why, in the name of the atomic age and airconditioning do most railfans and modelers, as well as the publications which cater to them, dote on the bygone age of railroading?

Old time trains and pikes modeled of past ages are a fine choice. Steam power was and still is fascinating. But this is 1956. The diesel is here, along with the Jawn Henry steam turbine, the Big Blow gas turbines, and soon atomic locomotives. ACF is turning out four-wheeled flat cars. Clark Equipment Company is building a variety of vans which can be moved from truck to flat-car without shipping the truck trailer chassis. Car loading and unloading has been mechanized and in some cases automated.

But who knows it? It appears that most railfan and rail modeling magazines (you are no exception) will only begrudgingly acknowledge the fact that even until recently, prototype railroads have been twenty years behind the times and are only lately beginning to adopt progressive methods and develop modern equipment.

Model railroad suppliers are also missing the boat. Where are the recent modern cars and locomotives? Where are the modern facilities which are fast moving in? Where is the evidence of modern handling? Hand trucks, loose containers, manual baggage wagons can be purchased from open stock. But who offers models of modern fork trucks, tow tractors, and trailers, portable conveyors, and similar contemporary equipment?

My only conclusion can be that modern items are not covered to any extent by the magazines, and are not supplied by the builders, because there is no demand from the fans themselves.

I mean no disparagement to modelers who choose old time eras or modern steam as the theme of their layouts. But isn't anyone interested in what is going on today? And what will probably be adopted tomorrow?

The prototype railroads ended in quite a pickle because of the exact same attitude. They are now awake and modernizing. It appears that they have a considerable jump on the fans and modelers.

E. W. "Bill" Carpenter
Detroit 28, Michigan

● *Well! We pass. What do you readers have to say to this modernist? Wonder if friend Carpenter went out and bought models of the Talgo and Aero-Trains yet? Ed.*

Teenaged Club Members

I just got through reading the Dispatcher's Report in the August RMC. I agree with the Dispatcher about letting teenagers join model railroad clubs. Many people think we are around just to make trouble and boy, do they ever clam up when I mention that I'd like to join a club. We teenagers are just as much a part of the hobby as they are.

Bill McDevitt
5845 So. Grant St.
Hinsdale, Ill.

● *More and more clubs are discovering that their teenaged members are capable of doing more and better work than many of their older compatriots. Many of the big clubs now accept teenagers at the 16 year age level, others at 18. Ed.*

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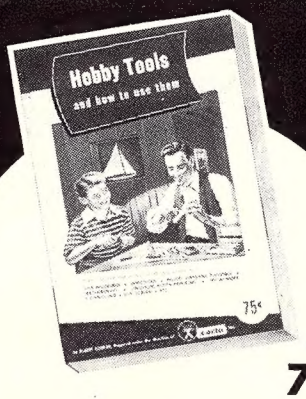

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Lee Mountain
1661 Olive Street
Bakersfield, California

● *Can anybody help reader Mountain out? Ed.*

Another Request For Help

I am trying to get information on the rolling stock and motive power of the Fort Smith & Western RR, which was abandoned in 1939. I'm especially interested in knowing what the rolling stock was like that they had, especially the hoppers and gondolas if any.

I am trying to model after the F. S. & W. What little I know about the road I remember seeing from their trains when I was very young.

J. T. Compton
Seminole, Oklahoma

● *Any readers able to help Mr. Compton can write to him directly at Seminole. Modeling these old time and long abandoned railroads is one way to make them run again and sometimes it's pretty rough trying to dig up authentic information. Ed.*

Prototype Pictures

To me the two pages of Prototype Box Car photos in the September issue was very good because I like to scratch build HO cars for my HO pike and try to get as much detail as possible from the "real thing." Let's have more since it is enjoyed by the scratch builders.

Joe Mankowski
1769 Greenpoint Ave.
Schenectady 3, N. Y.

● *Apparently these reference pix made quite a hit with many readers and we are assembling more of these for early use, along with data on colors, correct numbering, etc. Watch for it. Ed.*

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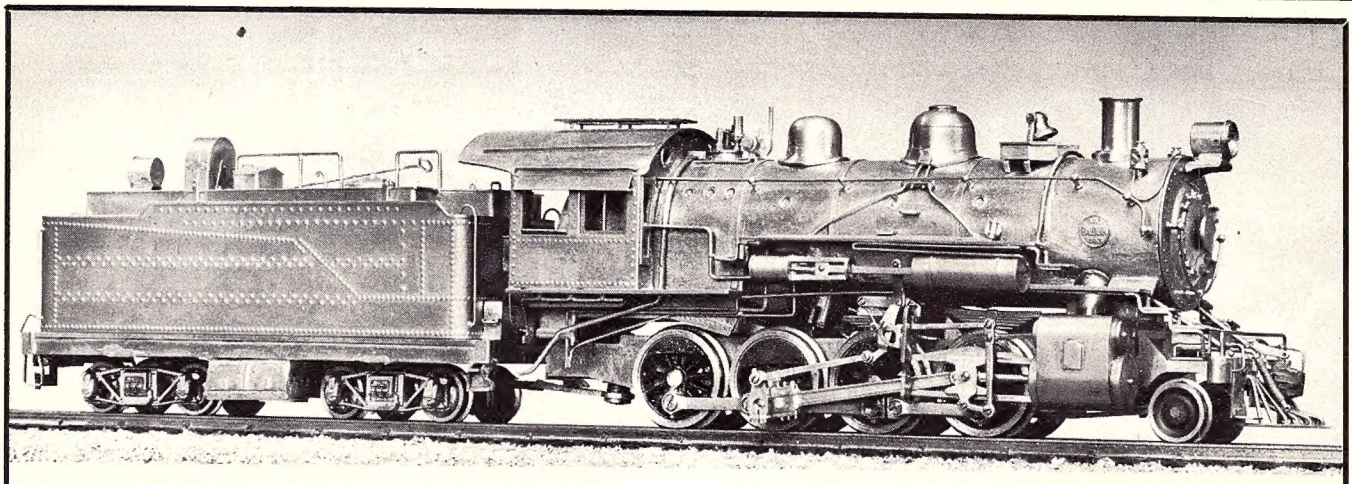

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HOWDY Fellers. Have you been watching those articles in the last few issues of RMC showing all of those new ready-to-run items that'll be on the market this fall and winter.

We almost flipped when we saw those two big New Haven electric locomotives coming in both S and O gauge, from American Flyer and Lionel, respectively. It's the first time in years that both companies have brought out an item so similar. It's a dream engine and that red, white, and black paint job is just the way the real ones look on their run between New York City and New Haven.

I haven't been doing much writing lately but you tinplaters are still sending in plenty of letters and it's good to know that you still remember Toy Trains magazine. Well, maybe before long we'll have some news for you about that, too!

What's New

I suppose you saw the picture in the September issue of that Lionel Budd car. This is a hefty piece of equipment and just the thing to run on your branch line or even during the slow hours on your branches. Actually, it's not the first Budd car offered the model train operator. All-Nation has one in kit form. Speaking of All-Nation, they have a new catalog out that's jammed with O gauge items. Has all those hard to get items like easy to build houses, factories, signal towers, and bridges. Even freight and passenger car kits. These are all real scale items but most of them assemble easily. You'll get a kick out of the descriptions of the many O gauge scale locomotive kits, too.

Went down to a friend's layout last week. It's a scale layout and he had to lay all of the track himself. He has four spikes holding the solid brass rails down on every tie and it looks really fine. It takes time to lay track like that but it pays off in realism. Tinplate cars won't run too well on this track because the wheel flanges are too big and will hit the spike heads. Consequently many train operators use the Gargraves track instead which is made of stainless steel sheet formed into T rail shape (look just like a solid rail) fastened to real wooden ties. Comes in either two or inside third rail. Best of all, either scale or tinplate cars will run on it, should you be converting to full scale. It's no trick either to butt it up against either standard tinplate track or real scale track. Gargraves track comes in three foot lengths.

Let's Clean Up

It won't be long before many of you start sprucing up your layouts for the holiday season that's coming up fast. A word to the wise about getting any locomotive or other repairs NOW before the repair shops get overloaded with the Christmas rush. You'll find that most of the shops listed in the Dealer Directory issue of this magazine have repair services that do a

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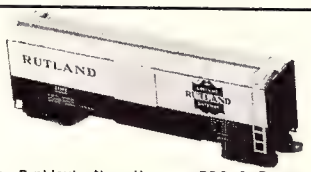

Yep, Binkley's New Havens, B&O & Pennsy Mdse. Cars are the hottest selling cars today. But wait 'til you see what's rolling out of the Binkley Shops this month. Straight from New England, a brilliant blue BOSTON & MAINE boxcar with new herald, and a companion green and yellow RUTLAND boxcar. And if you haven't yet seen the SP OVERNITE and WESTERN PACIFIC cars, do so immediately. All cars as authentic as the prototype. Each kit only $3.35 complete. See them today or send direct.
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good job. Many of them are factory authorized repair shops for several makes of trains.

And while you're at it, how about cleaning up the gook that has accumulated on car and locomotive wheels, collector shoes, and track. Get some track cleaning fluid and clean it up. A Pioneer "Bright Boy" abrasive rubber will also work wonders.

Bet, too, that many of your cars and engines have gotten banged up and need retouching of paint. That hobby shop will be able to supply you with several brands of model railroad paint, all in authentic colors. You can use any brand of paint on metal or wooden cars but before doing any plastic cars, paint a test strip on the *inside* where it won't be seen to see if the paint will cause some kind of reaction with the plastic. Cars can be relettered with decals and many dealers stock these or can get them for you.

You don't know what decals are? They're a kind of transfer with authentic railroad lettering, for almost every railroad and type of car. You just cut them apart as directed for the type of car, soak in water for about 30 seconds, and then slide into place on the car to be lettered. Gives you a real custom lettered appearance and the cost is low.

Something Different

One of the real pleasures of model railroading comes with trying to model something which the other guy doesn't have. If you saw that new Disney movie, "The Great Locomotive Chase;" you were probably wishing that you could model a real 1865 period railroad, complete with diamond stacked locomotives, old type open platform passenger cars and matching freight cars. They're made in O gauge for operation on either tubular or scale track by Thomas Industries. If you'd like further information, drop me a card.

You can model trolleys, too. Pittman still has several cars available and your hobby shop might still have them all. These come in kit form and also come for either scale or tinplate operation. There's a simple overhead trolley wire setup, too, so that you can operate your cars from an overhead wire.

Safety

There's one other thing that I want to speak up about before closing for this month. I notice that many beginners starting to build models use razor blades to cut wood and cardboard. Well, there is nothing quite like a razor blade for cutting anything, including your fingers. Long ago we discovered that we could do better, more accurate work in complete safety by using a good modeling knife like the ones put out by the X-Acto people. The No. 2 handle and a No. 24 blade is about as perfect a combination as you could come up with. When the blade gets dull, throw it away and get a new one. They're cheap and a lot better than those dangerous old blades.

Old Tim will be happy to see pictures of your layout. Just remember that they must be sharp. We can't use anything that is fuzzy and out of focus. The best pictures are made with photo flood bulbs, because you get a softer light spread out all over. Flash pictures are good sometimes but they too burn up the negative in the foreground and be underexposed in the back. As a result, flash pictures look white at the bottom and black at the top. Those we can't use either. But let's hear from you.

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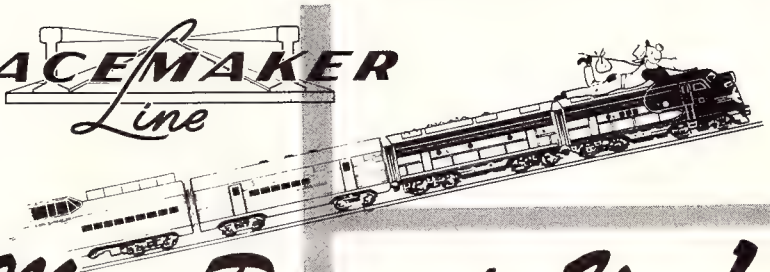

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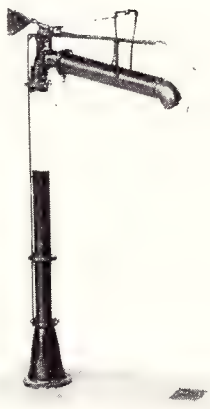


HO 100 QUESTIONS

Here are the answers to the 100 questions most asked by newcomers into the hobby of model railroading, as reported by hobby dealers, manufacturers, and letters to editors of *Railroad Model Craftsman.*

1—SIZE OF HO GAUGE

Q. What is the size of an HO gauge train?
A. HO gauge trains are 1/87 the size of real trains.

2—SCALE OF HO

Q. I understand that HO trains are scale models. What is this scale?
A. Technically, the scale for HO is 3.5 millimeters to the foot. This is just a tiny bit more than ⅛" scale, and for convenience many HO structures are made to ⅛" scale.

3—WHAT? MILLIMETERS?

Q. Do you mean I have to work with millimeters and other European measurements?
A. Not unless you want to. With ready to run trains, you forget all about measurements in millimeters. And you forget all about them when you build from kits because the manufacturer has done the figuring for you. And, actually; when you build your own cars and other models, it's much easier to buy a special HO scale rule, figured in HO scale inches and feet. Most hobby shops have these special Scale Rules.

4—COMPARISON WITH OTHER GAUGES

Q. How does HO compare with other popular gauges of ready-to-run trains?
A. HO gauge is roughly half the size of O gauge (hence the term Half-O or H-O.). HO is about 2/3 the size of S gauge.

5—SIZE OF HO

Q. Does this comparison of sizes with other gauges mean that layout size scales down in the same ratio?
A. Not exactly. HO standard 18 inch radius curves are only a bit smaller than the 19 inch standard curve used in S gauge. The 15 inch curves in HO only a bit larger than the 14⅜ inch curves used for regular O gauge tubular track and the HO 12 inch curves are a little less than the curves used in 0-27.

Therefore, you'll need about the same width table for HO gauge as for the other gauges.

6—SCOPE OF LAYOUTS

Q. Can't I get a larger layout in the same space using HO?
A. You can get an HO layout into any space that you would use a larger gauge. In the same space, it will seem larger because it will take in more "square miles" of countryside.

7—HOW ABOUT SMALLER GAUGES?

Q. Isn't there a gauge even smaller than HO? Wouldn't the space advantage be even more impressive?
A. You refer to TT gauge which is 1/120 the size of the real thing. The answer is yes but there is not as large a selection of kits or ready to run equipment available. TT has many staunch fans who have built many fine layouts.

8—PLATFORM REQUIRED

Q. Do I need a platform for an HO gauge layout?
A. You can make an HO layout right on a rug but it is best to fasten your track sections on some type of board for best operation. The best layout will be built on a permanent table in a special railroad room, or in the cellar, garage, or attic.

9—PLATFORM MATERIAL

Q. What is a good material to make a train table from?
A. Plywood is usually convenient but is expensive and noisy. Very popular is a wallboard called Homosote. For strength, it should be nailed or screwed to a framework of 1"x2" or 1"x3" lumber, with crossbraces about every 18 inches.

10—TWO LEVEL PLATFORMS

Q. How do I make a platform for a railroad with two levels?
A. Often by laying one platform over another. Trestle sets are available for "Over and Under" layouts. Similar supports can be made of wood. Later on you'll learn how the oldtimers do it on their permanent layouts. We suggest you start off on one level.

11—IS HO ANY GOOD?

Q. Would you recommend that I go into HO gauge?
A. Impossible to say without knowing you. If you already have an extensive collection of trains in another size and you have ample space for the big trains, maybe you'd be better off converting slowly to scale in a larger gauge. Chances are you'd suffer financially in a changeover. We cannot recommend HO for very small children

although their fathers might enjoy it. Youngsters from 8 on up should be able to manage ready-to-run HO without trouble. Young men from about 13-14 years start enjoying the pleasures of HO kit building.

12 — TOO SMALL?

Q. HO seems too small for me to work with. How about that?

A. To start with, you don't have to go into the building of kits. After a few days in HO, the small size seems natural and most kits are easy to build. Like anything else, practice makes perfect.

13 — LEFT OVERS FROM OTHER GAUGES

Q. If I change from another gauge to HO, is there anything I can salvage for reuse?

A. If you have a good transformer, it might serve as part of your power system. However it will not run HO trains by itself and as is, will burn out your HO motors.

14 — USING TRANSFORMER FOR HO

Q. How can I use my old toy train transformer to run my new HO trains?

A. Ask your dealer for a special rectifier and reverse switch combination that can be wired to your transformer so that its fine speed control can be used to make your new HO set run fast or slow.

15 — NEED FOR RECTIFIER

Q. Why do I need a rectifier and reverse switch as mentioned above?

A. Because HO trains run on Direct Current (D.C.) whereas your transformer gives out only Alternating Current (A.C.). 12 volt automobile batteries can also be used to run HO trains since they give out D.C., but they tend to be messy and their battery acid is potentially dangerous. Your best power supply is an HO power pack.

16 — DIRECT CURRENT

Q. Why is Direct Current required for HO trains? What are its advantages?

A. The motors in HO locomotives utilize a permanent magnet rather than a wire-wound piece of metal. This "per-mag" motor permits positive reversing at any time you desire just by flipping a switch on your control panel. HO trains cannot be hand-reversed. In fact, there is no reverse switch on the locomotive.

17 — ALTERNATING CURRENT

Q. Don't any HO trains run on alternating current?

A. None of American manufacture at this time. Some German Marklin trains use A.C. but they also use a special reversing mechanism so that you could not use your old transformer. All of your lights and many accessories can be run on A.C. and, is in fact, recommended.

18 — POWER PACK

Q. What is this power pack used to run HO trains?

A. A power pack changes 120 volts A.C. (house current) to 12 volts D.C. It is a package containing a transformer, a speed control, a reversing switch, and a circuit breaker.

19 — DIRECT CURRENT?

Q. What is direct current?

A. Direct current is electricity that goes through a wire in one direction, smoothly and easily. Alternating current can't quite make up its mind which way it wants to go and so keeps "alternating" its direction, although heading in one general direction. That's why D.C. motors burn out on A.C., since the armature of the motor wants to follow the alternating electricity and it's just too much for it to do.

20 — IS WIRING HARD?

Q. Are HO layouts hard to wire up?

A. For the average small home layout, no. Just run two wires from the power pack to the terminal section and turn on the juice (electricity). Switches may be worked by hand at first, but full directions come with each switch. As you advance, you'll later want to go into more intricate wiring.

21 — REMOTE CONTROL

Q. Can I have full remote control of an HO train?

A. Yes. Locomotives reverse positively right from your control box. Switches can be either hand or remotely controlled. Coupling and uncoupling can be done anywhere on the layout, and require no special electrical connections.

22 — ACTION ACCESSORIES

Q. Do I have as full a selection of automatic accessories in HO gauge, such as unloaders, loaders, etc.?

A. There are a limited number of such accessories available in built-up form and more in kit form. However, there is less need for these in HO since you have more railroading to do.

23 — MANY BRANDS

Q. There are so many makes of HO gauge ready-to-run trains on the market. Will they work with one another?

A. All American made HO trains (and some imported trains) will work together. They all operate on two-rail track and all use 12 volts D.C. All brands of Snap Track are also fully interchangeable. All of them also use the NMRA type coupler.

24 — WHICH BRAND?

Q. Which is the best make of HO train set?

A. It's something like buying an automobile. All of the sets will run well, so it's a question of buying a set based on the following: (1) what you want at the price you can afford, (2) what your dealer has to offer. Some dealers will handle only a few lines. Try and see a test run if possible.

25 — WHERE TO BUY?

Q. Where can I buy HO gauge train sets?

A. HO ready-to-run trains are sold the year round in hobby shops, although around Christmas time you will find them in department stores, toy stores, hardware stores, and the so-called discount houses. A word of caution! You might save a dollar in the discount stores but should there be trouble with your train set when the Holiday Season ends, you'll be out of luck as far as reliable service is concerned. Your neighborhood hobby shop makes model railroading his year round business, and in addition to trains, he also sells top notch service. Make a friend of your hobby dealer. It pays off.

26 — CATALOGS

Q. Where can I get catalogs and lists of the thousands of items available in HO gauge?

A. Most hobby shops have catalogs of their own listing many of these items, and nearly all manufacturers also have lists of their own, available either at hobby shops or direct from the manufacturers from advertisements appearing in RAILROAD MODEL CRAFTSMAN.

27 — SERVICE

Q. Where can I get service on ready-to-run trains?

A. Be sure that the store you buy your trains from can repair it if necessary. All manufacturers have service stations located around the country. Almost all hobby shops offer repair service the year round. As you gain hobby experience, you may be able to do some of these repairs yourself.

28 — PLASTIC VS. METAL

Q. I notice many HO trains are made of plastic. Can they be obtained in metal?

A. Some metal cars and engines are on the market but the plastic items are quite satisfactory. The plastic used in train sets today is specially chosen for strength, durability, and appearance.

29 — WHAT IS NMRA?

Q. What is this NMRA I hear mentioned?

A. NMRA stands for the National Model Railroad Association, an international group of over 9000 miniature railroaders. For full information on membership, write to: National Model Railroad Association, P.O. Box 1238, Station C, Canton 8, Ohio.

30 — INTERCHANGEABILITY

Q. Will all HO trains run on HO track?

A. All American makes are interchangeable as well as those imported makes "made to NMRA standards." Some foreign makes require an inside third rail, have oversized wheel flanges, or use A.C. current. If in doubt, ask your dealer.

31 — KITS

Q. What is a kit, for building a car, loco., or building?

A. Kits are model railroad items offered in unassembled form. You must assemble the various parts, usually with model cement or screws. As you get into the hobby more deeply, you will probably switch over to kits entirely.

32 — KIT ASSEMBLY

Q. Are kits hard to assemble?

A. Kits vary in assembly and you should ask your dealer's advice in picking a hard or easy one, as you require. Some kits take only a few minutes to assemble. Others may take weeks. Many modelers take pride in building tough kits, since they know that they will then have something different.

33 — KIT SOLDERING?

Q. Don't I have to solder to put a kit together?

A. No. Assembly can be done with the simplest of tools: screwdriver, file, knife, pliers, cement; depending on the materials from which the kit is made.

34 — LAYOUT SOLDERING?

Q. Do I have to solder to put down an HO gauge model layout?

A. NO. All HO gauge ready to run trains are made to operate without the need to solder. Soldering is only necessary in scratch building or complicated wiring. Later on, if you go into the hobby deeply, you may even find it fun to solder.

35 — STEAM VS. DIESELS

Q. What is better. Steam or diesel locos?

A. For a beginner, we would recommend the diesel, simply because it is easier to put on the track and is usually cheaper. Later on you may want nothing but steam locomotives. Or nothing but diesels.

36 — TROLLEYS

Q. Where do trolleys fit into the picture?

A. A few trolleys are available in built up and easy-to-assemble kit form. They take very sharp curves. While some modelers run them on their railroad layouts, they look best on their own small layout, probably circling around the blocks of your model town.

37 — BUSES AND TROLLEY BUSES

Q. Are other means of transit available?

A. Yes. You can buy trolley buses that operate without rails only from twin overhead wires! Dummy buses (non-operating) are available as well as aerial tramways.

38 — LIGHTS

Q. Is it possible to have HO trains light up?

A. Yes. Some makes even come equipped with lights. There are also lighting kits available.

39 — LIGHTS STAY ON?

Q. Is it true that you can make the lights in HO cars stay on when the train is stopped?

A. This is not standard although your hobby dealer can show you kits for "Hi-Frequency" lighting which permits lights to stay illuminated. Better forget this for the time being.

40 — LIGHT BULBS

Q. What kind of light bulbs are used in HO trains, since they are so small?

A. Standard flashlight size bulbs are often used and your hobby dealer has them. He also has tiny grain-of-wheat bulbs (GOW) which are only ⅛" long.

41 — BUILDING AND STREET LIGHTS

Q. Can buildings be illuminated?

A. Of course, with any regular flashlight bulbs, obtainable from your dealer. For street lamps, the GOW bulbs are more to scale.

42 — COASTING

Q. I notice that my HO trains do not coast to a natural stop when power is shut off. Why is this?

A. HO trains are driven by worm gears which do not lend themselves to coasting. Actually, except in emergencies, the current should be shut off gradually so train comes to a gradual stop. A few trains have flywheels or clutches that do permit coasting.

43 — PUSH TRAINS

Q. Can I shove HO trains along by hand before I get a power pack?

A. Cars certainly. On engines, the drivers will not go around because of the worm-gear drive, although a limited amount of pushing with wheels locked will not do any harm. For a great deal of such pushing the motor should be removed or pushed out of gear.

44 — LAYOUT FOR BEGINNERS

Q. Can you suggest a good layout for a beginner?

A. The track that comes with your first set will make a simple oval which will make a good first layout to enable you to get the feel of HO gauge. This includes a terminal section, a rerailer section, a circle of curved track, and perhaps additional straights.

45 — TERMINAL SECTION

Q. Where should the terminal section be located?

A. As near to your power pack as feasible so you don't have to use so much wire in hooking it up.

46 — RERAILER LOCATION

Q. Where should the rerailer section of track be placed?

A. Most fellows locate this at the front of the layout so they can put cars on the track easily. If you don't mind putting cars on the track yourself, locate the rerailer at the back so that if a train derails out of reach you can (usually) run it through the rerailer and get it back on the rails. Even better, have two rerailers, one at the back, one at the front.

47 — WIDE RADIUS CURVES

Q. Are curves of wide radius available?

A. Snap-Track comes in 12", 15", 18", and 22" radii so that most needs are taken care of. Flexible track can be curved to any radius but the ends of the rails in this case must be evened up with a razor saw and the track must be fastened down enough so that the curve is retained.

48 — SWITCHES

Q. Are Snap-Switches also available in these other radii?

A. Snap-Switches are 18" radius. However Custom-Line switches are available in two larger radii. These have the same control and wiring as Snap-Switches but the branch track goes off at an angle rather than on a full curve. They are designed to be used *with* either Snap-Track or scale track.

49 — CROSSINGS

Q. Is the only crossing available the 90° Snap-Track one?

A. No. Atlas crossings work well with Snap-Track. They are available in angles of 18°, 25°, 30°, 45°, 60° as well as 90°.

50 — WIRING CROSSINGS

Q. Do I have to do any special wiring of crossings on account of the two-rail?

A. No, this is already incorporated in the crossings.

51 — SWITCH WIRING

Q. Do switches need any special wiring because of two-rail?

A. This too is incorporated into the switch itself.

52 — TWO-RAIL WIRING

Q. Does two-rail track need any special wiring at all?
A. Not as long as you use Snap-Switches or Custom-Line switches. You may perhaps be thinking of articles or books you have seen which refer to wiring of track using regular scale type switches which do not have a block of plastic at the frog where the rails cross.

53 — REVERSE LOOPS

Q. Don't reverse loops and wyes require special wiring?
A. We should have added above to watch out for any track pattern which will let a train return over the *same rails* in the opposite direction. This will indicate that you have a reverse loop or wye. For wiring required for these, see picture article in Sept. 1956 RMC available from the Ramsey, N. J. office for 50c if your dealer's stock is exhausted.

54 — "FIBRE PINS"

Q. Don't I ever need fibre pins in HO gauge two-rail railroading?
A. The above article discusses this too. In HO, because the rails are solid we cannot use pins, but employ insulated rail joiners, made of plastic, although a short gap in the rail could also be used if great care were taken to keep the rail ends in line.

55 — INSULATED RAIL JOINERS

Q. Where do I put insulated rail joiners in an HO layout?
A. The September 1956 article answers this in detail, too. Generally, you need insulated rail joiners in *both* rails where a train passes from the control of one power pack (or cab) to another. You need them in one rail if you want to be able to make a siding "dead" to store a locomotive.

56 — DOUBLE TRACK RAILROAD

Q. Can I run a double track line from one power pack?
A. As with other gauges, you can if you want to, but all trains on both tracks will run at the same speed and reverse at the same time. It is far better to insulate one oval from the other with insulating rail joiners at any connections between them and use either a dual power pack or two separate small packs. This will give you independent control of each track.

57 — DUAL VS. TWO POWER PACKS

Q. Is it better to use one double power pack for a two-track railroad or use two single small ones? Won't the first train slow down when I start the second using a dual power pack?
A. It may slow down slightly, but if the pack has ample capacity (that is 2 to 4 amps.) it won't amount to much. Some people use two small packs preferring the smaller money outlay.

58 — SWITCH MACHINE POWER

Q. Should I run my switch machines from the A.C. terminals of my power pack?
A. You can. But you will find that the trains slow down considerably when you throw a switch machine. It is better to have a separate power station or old toy transformer run the switch machines. Lights, which take a small but steady amount of current, can be run from the A.C. terminals of your power pack.

59 — SECOND SET

Q. I already have one HO train set and wish to know if I should buy a second set or just buy the components for an additional train.
A. It's a matter of preference of course, but it is usually cheaper to buy a set rather than separate items. Get a 15″ radius loop to go with the 18″ radius usually furnished with sets, so that you can make a double track main line.

60 — EXPANSION PLANS

Q. What should I add to my train set first when starting to expand?
A. We'd suggest one or two switches, a few curves, and some more straight tracks. Then you can add a storage siding or two so that you do not have to store cars you are not using in the box. Put a bumper at the end of each siding.

61 — CHANGING COUPLERS

Q. My last year's train set (HO) has a different type of coupler than that I find on all sets this year. What should I do?
A. If you shopped around you could probably find another set of the same make left over from last year with the older type couplers, but this might prove a losing battle if you expanded more each year. Tyco sets can be changed over to last year's couplers, since most Tyco items are sold under the Mantua trade name in kit form. For other makes, you can either get your service station to replace them with the currently standard NMRA couplers, or equip one engine with an NMRA coupler on one end, the old type you used on the other end.

62 — MOUNTAINS

Q. How do I make mountains and tunnels on my HO railroad?
A. Mountains are usually made by putting patching plaster mix over a base of old fly-screening fastened down a mountainous framework. This is later painted with greens, browns, and splotches of other colors. Be sure to cover your rails with paper to avoid getting hunks of plaster where they will do the most harm. Tunnel "portals" can be purchased or cut from plywood. A commercial mix is also available, is clean to use.

63 — TUNNELS

Q. How long may tunnels be?
A. HO tunnels can be very long. Be sure you can get at a train which has derailed or stalled in a tunnel; hence, it is well to keep them fairly short.

64 — ACCESS TO TUNNELS

Q. How can I get at a stalled train in a tunnel?
A. If it is short, just reach in and drag the train out. Otherwise make a hidden opening in the table through which you can reach the train. Try to avoid having a switch in a tunnel.

65 — ROADS

Q. How are roads and streets modeled?
A. They can be made of plaster mix, but this tends to whiten in time even if painted. Some fellows use thin sheet cork obtainable at hobby shops. Others use cardboard.

66 — SIDEWALKS

Q. How should I indicate sidewalks?
A. Use thick white cardboard and draw the concrete divisions on it with pencil and ruler.

67 — GRASS

Q. Green sawdust is too big for HO grass. What should I use?
A. Green flock obtained at hobby stores can be sprayed over wet paint of the same color to make fine grass. This can also be obtained in roll form already adhering to a paper base. Old turkish towels painted green make good longer grass. Use sawdust for weeds or flowers.

68 — SIGNALLING

Q. Can I signal my HO layout easily?
A. A few manually controlled signals are available built up. Several signal systems are in preparation and should be quite easy to wire up following very simple directions. Watch our advertising columns and your dealer's shelves.

69 — GRADES

Q. What is the steepest grade an HO train can climb?
A. That depends on the train and the engine. As a general rule try to keep grades on your own HO railroad no steeper than ¼″ rise per section of track. Even this will cut down on the length of your trains. An engine and one car, or just a trolley car can go up steeper hills.

70 — CURVES

Q. What is the sharpest curve permissible in HO?
A. Again that depends on the train and engine. A little jeep diesel now sold ready-to-run was formerly exhibited running around a circle for which the inner rail was the rim of a silver dollar. However, 18″ radius, the track included in most sets, is generally considered to be the most satisfactory curve for HO, but all trains to our knowledge will also take the 15″ radius curves. Some will also take 12″ radius.

71 — SMALLEST ENGINE

Q. What is the smallest engine available in HO?
A. The jeep diesel. In steam, the smallest ready-to-run engine is any of several of the 0-4-0T (T for Tank) switchers.

72 — LARGEST ENGINE

Q. What is the largest locomotive available in HO?
A. In ready-to-run, the largest are the Tyco Mikado and Pacific types, and the Gilbert Hudson. You can also combine three or four diesels to create an even bigger, more powerful locomotive.

There are also available some ready-to-run custom built locomotives, mostly imported, which include the very largest types. These are also more expensive.

73 — ARTICULATEDS

Q. Are articulated locomotives available in HO?
A. Yes, in kit form, at this writing. There are also several available imported models. Articulated locomotives normally require wider radius curves than available to Snap-Track users; up to 36 inch radius.

74 — PASSENGER LOCOMOTIVES

Q. What type locomotives can I use for passenger service?
A. The following are normally considered as passenger locomotives. Not all are available in ready-to-run form at this time:

2-6-2 Prairie	4-8-2 Mountain (or Mohawk)
2-6-0 Mogul	4-8-4 Northern (or Niagara)
4-6-0 Ten-Wheeler	4-4-2 Atlantic
4-6-2 Pacific	4-4-4 Dominion (Canadian)
4-6-4 Hudson	4-4-0 American

75 — FREIGHT LOCOMOTIVES

Q. What locomotives can I use on freight trains?
A. The following are normally considered as freight locomotives. Not all are available in ready-to-run HO:

4-4-0 American	4-8-2 Mountain (low-wheeled)
4-6-0 Ten-Wheeler	
4-6-2 Pacific (low-wheeled)	4-8-4 Northern (or Niagara)
2-8-0 Consolidation	2-10-0 Decapod
2-8-2 Mikado	4-6-6-4 Challenger
2-8-4 Berkshire	4-8-8-2 Big Boy
4-8-0 Mastodon	

76 — SWITCHING LOCOMOTIVES

Q. How can switchers be used?
A. On the small beginning railroad, use your switcher in any kind of service. Later on, you can limit it to yard duty and perhaps light local freight service. And don't run your switchers too fast. The real ones don't.

77 — DIESELS

Q. What kind of a diesel should I buy?
A. More and more railroads are buying the road switchers and general purpose diesels, and are using these locomotives to haul anything, even crack streamliners. The streamlined units are more economical for the modeler to buy. The real roads even mix them up. Buy what you like best.

78 — FAVORITE RAILROAD

Q. The engine and cars I want are not lettered for my favorite railroad. Please advise.
A. Engines and cars can be repainted although you probably won't be able to do as good a paint job as the model now has. The model builders usually use decals to letter their cars and these, plus model paint, is sold by your hobby dealer. WARNING: Some paints "eat" plastic. If your loco or car is made of plastic, test the paint on the inside first to see if the paint dissolves the plastic.

79 — STALLING

Q. What causes my HO train to stall sometimes?
A. Usually a break in electrical contact. Dirty wheels and poor electrical contacts are the most common causes. Keep wheels, rails clean. Be sure all wires, rails, switch points make contact where they should.

80 — SPARKING

Q. The wheels of my engine spark as they go around. Is this bad?
A. Some engines having only one or two wheel pick up may arc between driver and rail but keeping track clean will reduce this to minimum. Excessive arcing may indicate trouble and should be referred to a service man.

81 — TRACK CLEANING

Q. How should HO track be cleaned?
A. The best and most pleasant way is to run trains often. Your dealer has abrasive erasers, track cleaning fluid, and fascinating track cleaning cars which really do a good job if used correctly.

82 — UPHILL PULLING

Q. How can I improve operation on hills?
A. Sand *across* the rails to roughen the track slightly, improving traction.

83 — UNAUTHORIZED SMOKING

Q. My HO engine smokes as it runs around the track. Since it has no smoke unit, I am worried.
A. If the smoke smells like hot oil, it is only excess lubrication burning off, which is normal. If it smells like burning insulation, your motor is overworking and if you can't find out what, see your repairman.

84 — HOT MOTOR

Q. How hot can a motor get without damage?
A. There is a rule of thumb, that if you can pick up and hold the motor, it is not too hot. A hot motor may not smoke.

85 — LUBRICANT

Q. What is a good lubricant for HO trains?
A. Manufacturers favor a lubricant having some body to it, so that it won't run out right away. Light sewing machine oil is good for cars' axles and motor bearngs. Again, your hobby dealer has several approved oils.

86 — MOTOR LUBRICATION

Q. Where and how should I lubricate a motor?
A. The motor shaft has two bearings: one in front, one in back. Put a few drops of oil on these from time to time or on the pads there. Do not overoil.

87 — SLOWING DOWN

Q. I cannot run my train slowly. Why?
A. As with automobiles, a breaking in period is necessary before any locomotive will run at its best, especially with kit-built locomotives. All ready-to-run locomotives are tested before leaving the factory.

88 — WHEEL SPINNING

Q. How can I keep the drivers of my HO loco from spinning?

A. Drivers spin because the train is too heavy or too long, or because the axles of the cars are not lubricated. Also, drivers are more apt to spin on grades. A little weight can often be added to the locomotive to increase traction. Spinning is really a safety valve which prevents an overloaded motor from being damaged.

89 — SQUEALING

Q. My locomotive squeals sometimes as it goes around the track. Why?

A. Several causes. Unoiled motor or other bearings. Sometimes a plastic wheel will not turn, but will skid along the rail.

90 — UNCOUPLING

Q. How can you uncouple HO cars at an uncoupling ramp?

A. The NMRA couplers will stay coupled if a train goes through a ramp, but by stopping and reversing the train slightly, will cause the car to uncouple. Mantua couplers work in a similar fashion. Kadee couplers use a lift ramp.

91 — BREAKING APART

Q. Sometimes my trains with NMRA type couplers come apart where I do not wish them to do so. What can I do to stop this?

A. Probably the springs which hold the coupler to the *left* (when viewed from top) are weak. Replace the coupler or try and place a bit of cardboard behind the tip of the spring.

92 — NOISE

Q. Why do my trains make so much noise when running?

A. Do not use a plywood top, which acts much like a drum. Cork roadbed, Homosote, rubber roadbed; all cut noise.

93 — ROADBED

Q. Is roadbed necessary?

A. No. It just makes the railroad look more realistic. Yards do not need special roadbed. You don't need it right away.

94 — LAYOUT SIZE

Q. How big does a layout have to be to be scale?

A. Make your railroad as big as you have room for. At best, the modeler can hope to model only a small portion of a real system. How much you model depends on the space you have available.

95 — NO ROOM AT ALL

Q. I have no room for an HO railroad. What can I do?

A. HO layouts can be squeezed into almost no space at all. A three inch shelf around the wall can make an excellent railroad. Mount a railroad on a 4'x6' sheet of Homosote and store it under the bed or hinge it from a wall. Hang the layout from ropes and pulleys in the garage. Layouts have been built in trailers, automobile trunks, and even in cigar boxes.

96 — LOCATION OF LAYOUT

Q. What is the best place to build my layout?

A. Usually there is just one place and you have to use it. Cellars are excellent though often dirty. Next come spare rooms, attics, garages, woodsheds, chicken houses, barns, etc.

97 — CLUBS

Q. How can I join a club?

A. There are hundreds of model railroad clubs throughout the world. Age restrictions vary but the bigger clubs usually start at either 16, 18, or 21 years. If you're under 18, your best bet might be to start a local club of your own. Sometimes your school art or shop teacher can help. Local newspapers will be happy to print news of a new club.

98 — TRACK

Q. Is there any track besides Snap Track?

A. Yes. You can buy HO track in 3 ft. flexible lengths. You can buy all kinds of switches, crossings, and special sections. There is wooden roadbed and some modelers spike their own HO rails to individual wooden ties with real spikes.

99 — SMALL ACCESSORIES

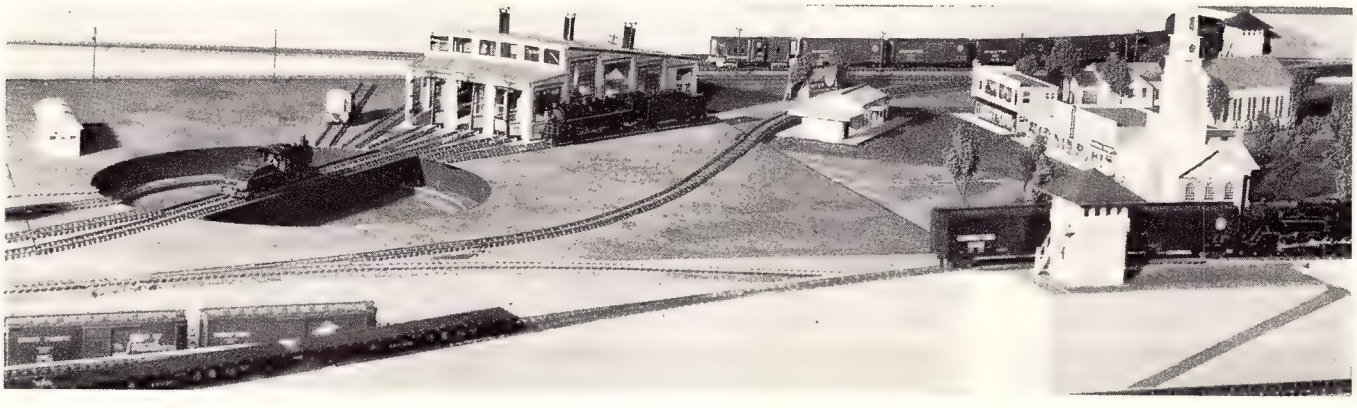
Q. Can I buy figures and other accessories?

A. Yes. There are thousands of available people, animals, houses, factories, lights, bridges, grasses, and other items on display at your local hobby store. The best ones are listed in the DEALER DIRECTORY section in the back pages of this magazine. Hobby shops sell model railroad equipment all year round.

100 — KEEPING UP TO DATE

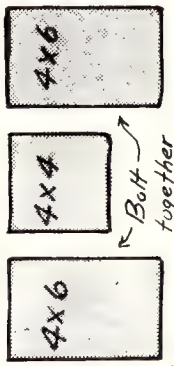
Q. How can I keep up to date on model railroading and all new developments?

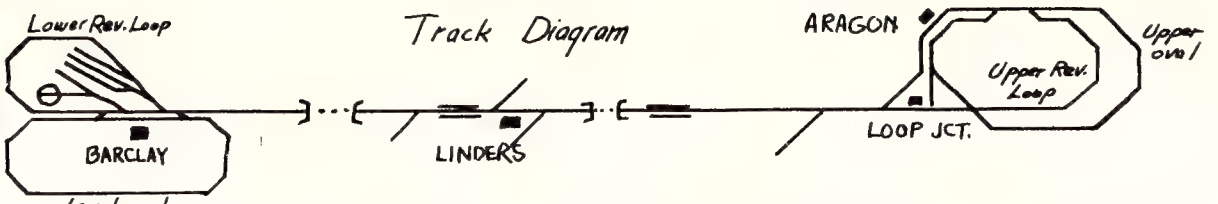
A. RAILROAD MODEL CRAFTSMAN magazine brings you the latest model railroading information 12 times a year. In it you'll read of new products, model railroad club shows and exhibits, contests, simple do-it-yourself projects, and all kinds of things that make model railroading the most fascinating hobby in the world. We also suggest that you visit your hobby dealer regularly. New items come on the market every month from hundreds of different manufacturers and you can use any HO item on your own railroad empire.



BARCLAY, LINDERS & ARAGON RR

HO gauge 6'x12'–3 tables

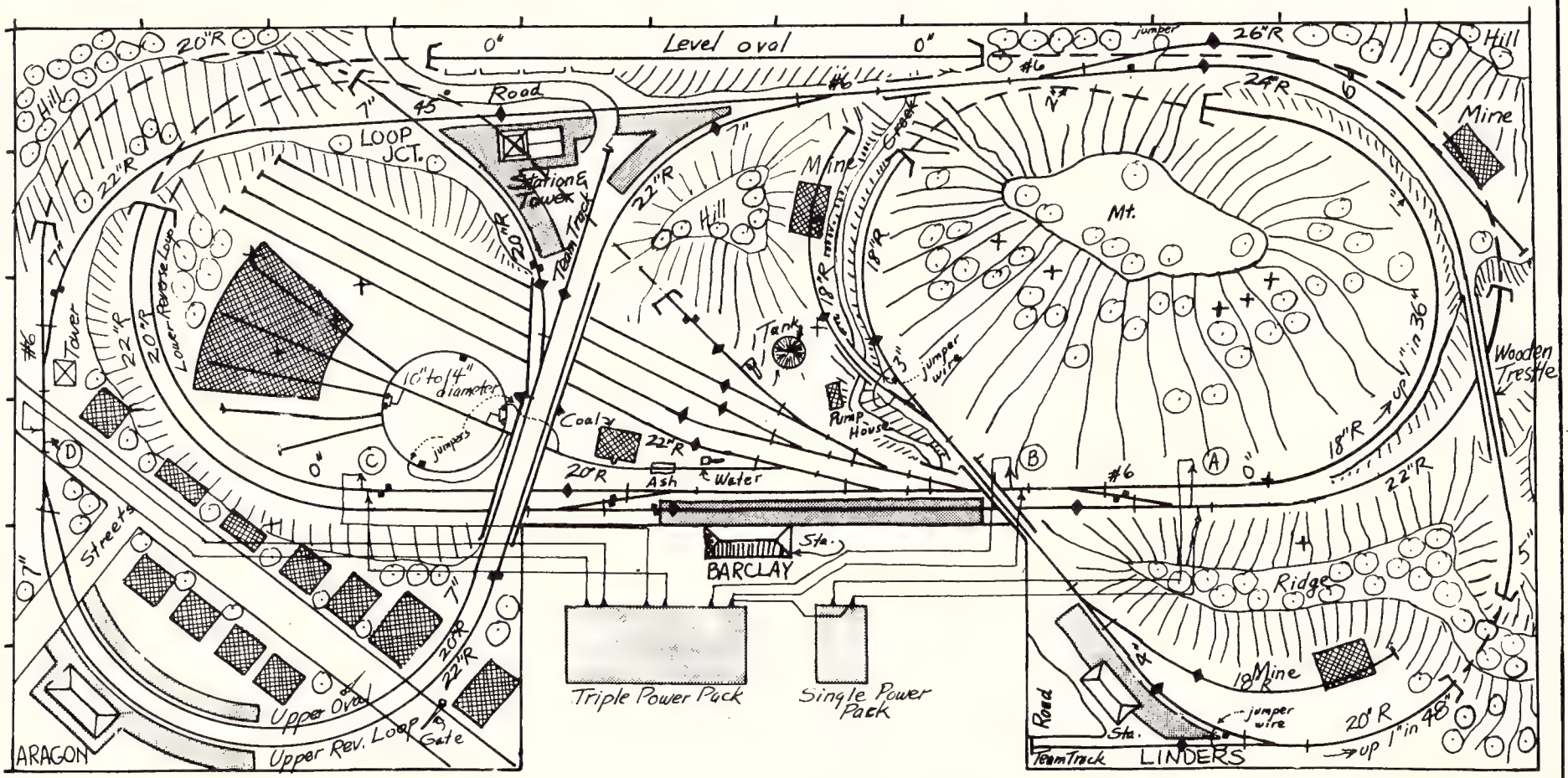




LEGEND
- rail gap
- feeder
- All switches #4 unless marked
- + curve center
- uncoupling ramp
- tree
- bumper

Grades 1"in 36" = 3%
1"in 48" = 2%

Stage & Description	Straight track	Total Hex. track or roadbed	18"R circles	20"R	22"R	24"R	26"R	#4L	#4R	#6L	#6R	#6L	#6R	45° crossing
								Switches &	Switch blocks			Crossover		
I- Level oval	11ft.	8 yds	—	—	1	—	—	—	—	—	—	1	1	—
II- Yards	29ft.	12 yds	—	3/4	—	—	—	1	5	—	—	—	—	—
III- Grade	15ft.	16 yds	1	1/2	1/2	1/4	1/6	2	1	2	—	—	—	1
IV- Upper oval & loop	3ft.	7 yds	—	1	3/4	—	—	2	—	—	1	—	—	—
TOTALS	58ft.	43 yds	1	2 1/4	2 1/4	1/4	1/6	5	6	2	1	1	1	1



COVERED BRIDGE

GET the August 1956 issue of RMC and turn to page 26. The photograph at the bottom of the page was used in Hal Carstens' construction article "A Wooden Combine" to infer the use and position of the car in mixed trains.

My sole interest in the photograph is the antique wooden structure, "The Covered Bridge." My first thought on seeing the photo was to do a model of it for my own layout. However, on second thought I figured it would be an interesting construction project for RMC. So! Here we go—

It is not compulsory that you confine the length of your bridge to the dimensions set forth in this article. However, strict adherence to all other dimensions must be maintained. Should your plans call for a longer bridge, then more posts must be used to support the structure. Most such bridges ran about twice the length of this model.

An old covered bridge of this type may have a tendency to add splendor to some barren country side location on your pike.

Let's say you already have a wooden deck type trestle on your layout spanning some small ravine. You would like very much to replace it with the covered bridge described in this article but, to tear out the trestle (a lovely piece of workmanship) you already have constructed would be unthinkable to you. The very thought of destruction would be exasperating.

Well! Here's news for you. It isn't necessary that you tear up anything in order to have the covered bridge. A slight conversion job will do the trick. By omitting a few of the details on the drawings this covered structure can be made to fit right over your present deck type trestle, as follows:

Use all of the dimensions except the length. The length should comply with the length of the trestle you intend to cover.

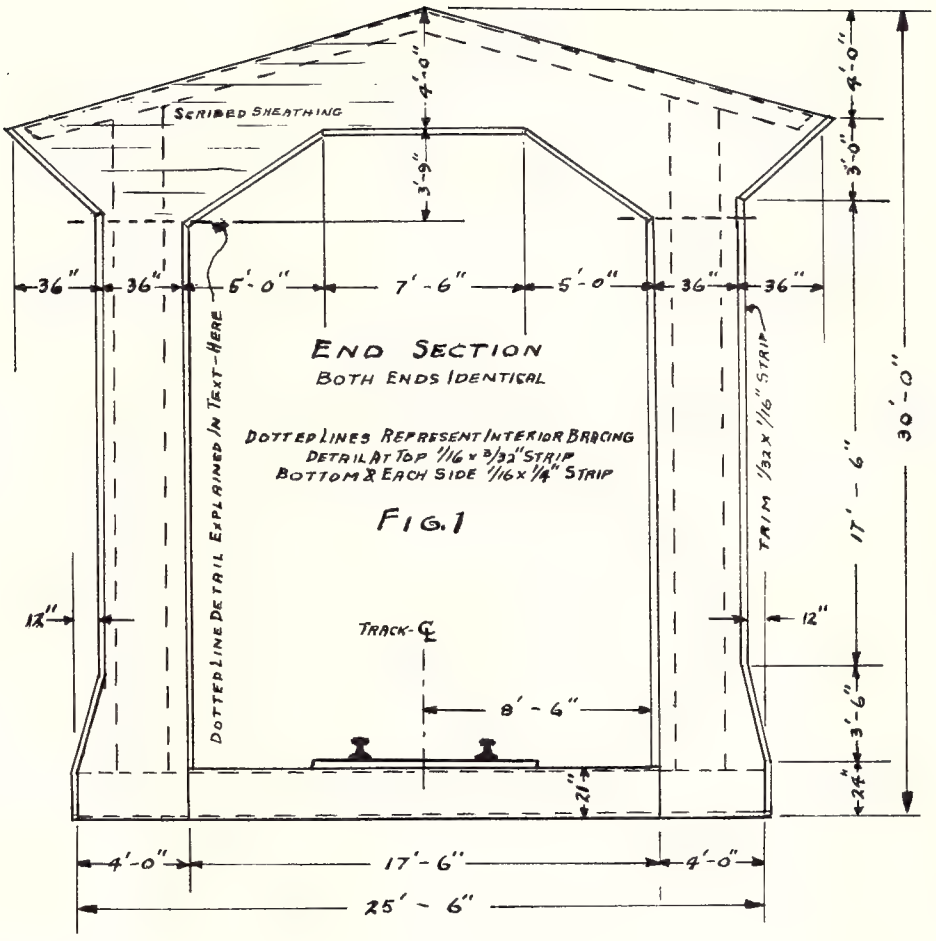
In Figure 1—Omit the two quarter inch wide strips at the bottom of the end section. I suggest you use a temporary tie across the bottom to hold the side columns in place and to prevent any breakage.

Omit Figure 3 — Except the side stringers. The side stringers must be used to prevent the side walls from warping. That's all there is to it. Just follow through on the construction

Materials

Northeastern milled basswood is the basic material used in this construction project. Square sheet wood before cutting the walls.

- 6 lengths 3/64 x 3/64 inch stripwood
- 2 lengths 1/32 x 1/16 inch stripwood
- 1 length 1/32 x 3/32 inch stripwood
- 2 lengths 1/16 x 3/32 inch stripwood
- 1 length 1/16 x 1/8 inch stripwood
- 1 length 1/16 x 1/4 inch stripwood
- 2 lengths 1/8 x 1/8 inch stripwood
- 1 sheet 1/16" thick scribed sheathing —spacing 3/32"
- 12 inch square of Strathmore board
- 1 tube Kwik-Stik glue.



by Lloyd Giebner

Staff Photos

You'll still find some of these quaint old-time covered bridges in use on the short line railroads of New England. They're easy to build.

detail and you will wind up with an attractive cover for your country side trestle.

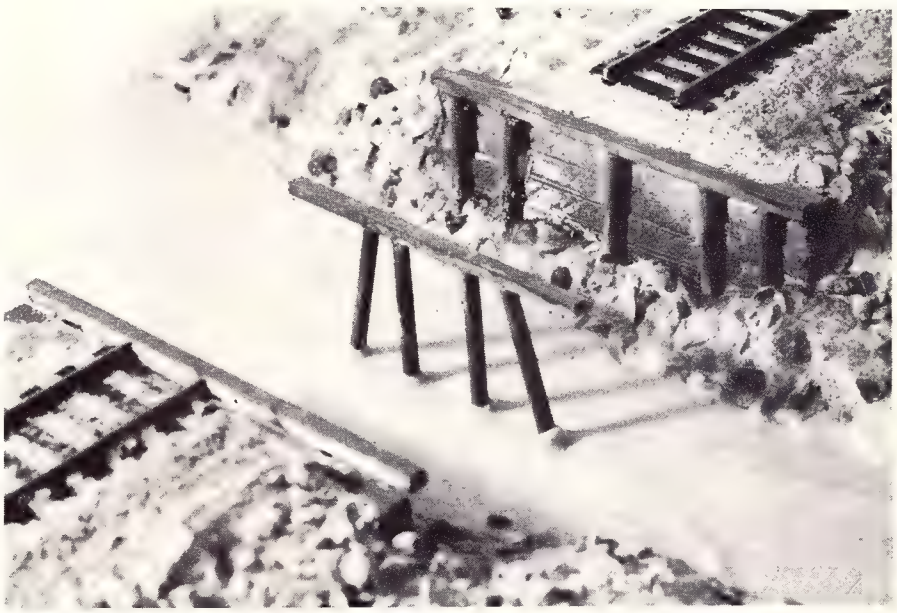
The full scale text and descriptive details are for trestles not yet in existence. The dimensional drawings are in feet and inches to fit all gauges. Stripwood notations are for HO.

Construction

Figure 1—The notation on this figure "Dotted line detail explained in text" is a dividing line. In other words the end section is cut into three parts and glued together at the dotted line. All other dotted line detail shows the arrangement of the interior bracing.

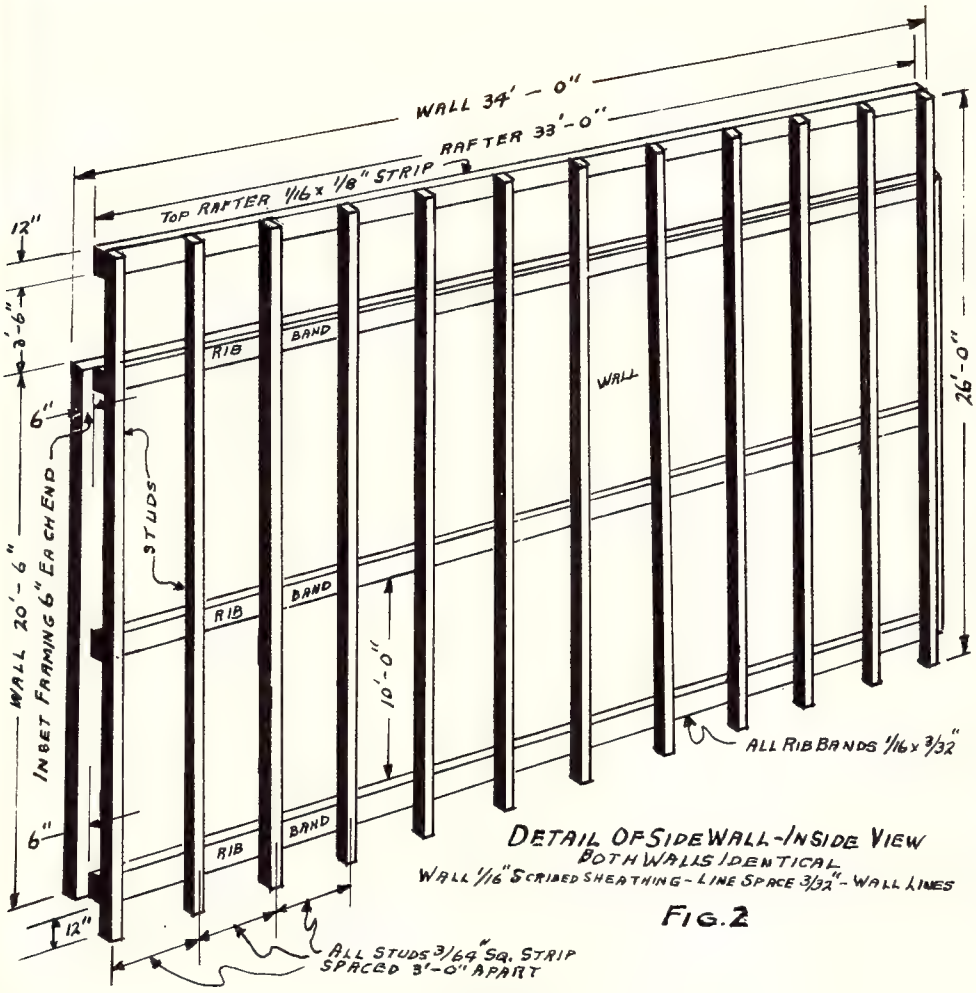
Using the sheet of scribed sheathing (scribed lines run horizontal), cut out the parts according to dimensions and glue them together at the dotted line in question. Allow cement to dry thoroughly.

Add all the dotted line interior bracing. Attach the bottom strip first, then to build up this bottom strip flush with the wall surface add an-



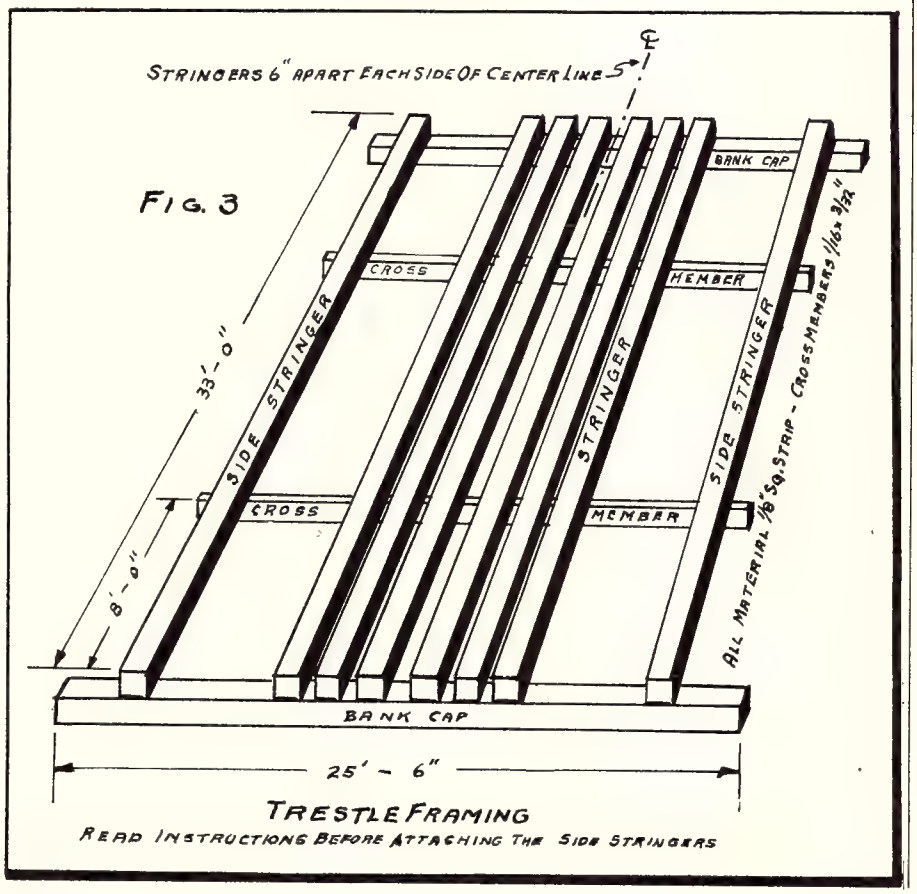
The covered bridge is built in two parts: one, the supporting trestle, and two, the house.

Covered bridges varied in length with other dimensions about as shown, for proper clearance.



DETAIL OF SIDE WALL - INSIDE VIEW
BOTH WALLS IDENTICAL
WALL 1/16" SCRIBED SHEATHING - LINE SPACE 3/32" - WALL LINES

FIG. 2



TRESTLE FRAMING
READ INSTRUCTIONS BEFORE ATTACHING THE SIDE STRINGERS

other strip 17'6" long. About the interior bracing on each side! Allow an offset of one-sixteenth inch from the outer edge of the wall, as the side wall fits in between the end sections and glues to the end wall interior bracing. Add all the (1/32 x 1/16 inch stripwood) trim to the edges of the wall.

Make up both of the end sections before proceeding to figure number two.

Figure 2—Using the scribed sheathing (scribed lines run vertical) cut out the side wall according to dimensions. Glue on the three (1/16 x 3/32 inch strip) rib bands. PLEASE NOTE—Allow one-sixteenth inch offset at each end of the side wall to clear the interior bracing on the end sections. The studs (3/64 inch square stripwood) are supposed to represent four by fours; cut the required number of studs and glue them in place according to detail. When thoroughly dry add the (1/16 x 1/8 inch stripwood) top rafter. Make up both of the side walls before continuing.

Figure 3—This figure shows the framing of the trestle structure. Each component is clearly identfiied and the measurements must be precise. All stringers must be the exact length of the side wall proper. Cut all the components according to dimensions and size of material and assemble accordingly, with one exception, do not affix the side stringers at this time.

Assembly of the finished sections. Before the assembly begins it is a good idea to weather the sections with brush wash or if you prefer to use a paint the color scheme of your road name BE CAREFUL and do not get any paint on the area which glues together.

Lay the trestle structure on a piece of waxed paper flat on the table in the same position as illustrated in Figure 3. Glue an end section to each end of the trestle structure. Place weighty blocks up against the end walls in such a fashion as to plumb and square them at the same time they are being held in place for the glue to dry.

The side walls are cemented in place next. The end studs of the side wall rest on the bank cap and the walls are glued to the interior bracing of the end sections. Play it safe, try to fit the walls for alignment before applying the glue.

When this portion of the assembly has thoroughly dried affix the side stringer, (the side stringer is a part of the trestle framing) making sure that every stud is glued to the side stringer and that the side stringer is glued to the bank cap and cross members.

Figure 4 — The purpose of this drawing is to show how the eave strip and the side walls are securely anchored in place. You will note that in a few instances I use approximate dimensions on this drawing. In some cases after assembly of the walls

FIGURES 1-4-6 FULL SIZE FOR HO SCALE. TAKE DIMENSIONS ONLY FROM ISOMETRIC VIEWS.

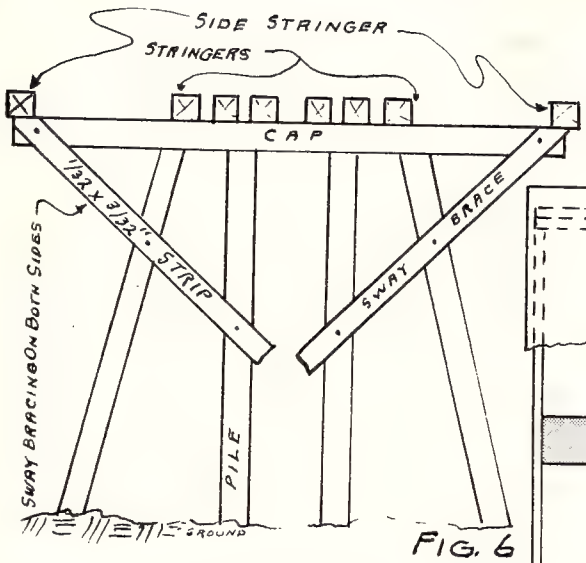


FIG. 6

4 - COLUMN BENT

BENT DETAIL FOR THIS PROJECT ONLY

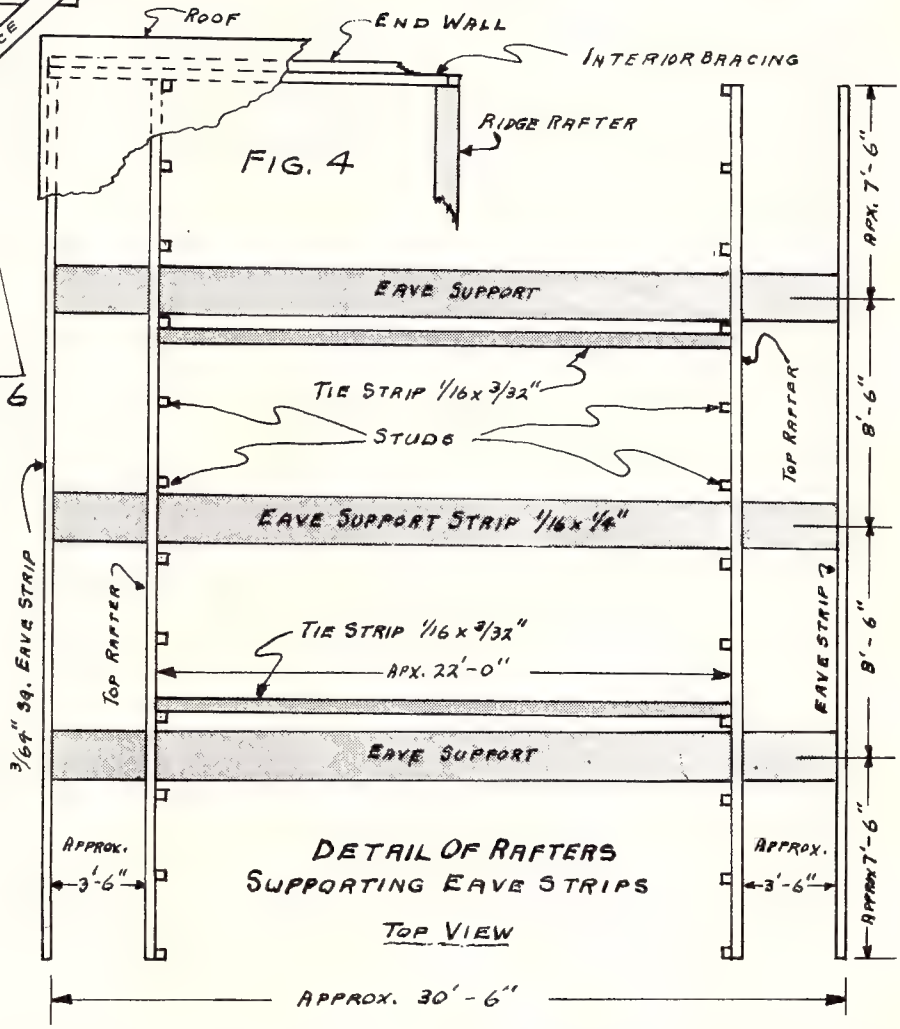


FIG. 4

DETAIL OF RAFTERS SUPPORTING EAVE STRIPS

TOP VIEW

these measurements vary slightly. Thus, try to fit the predominant strips before securing in place. Add the (1/16 x 3/32 inch stripwood) two tie strips first.

The three eave support strips next, glued to the underside of the top rafter between the studs as illustrated. When the glue has dried on these support strips add the (3/64 inch square stripwood) eave strips and allow time to dry. Add a heavy ridge rafter.

Roof — The roof is Strathmore board or any stiff card stock cut in one piece. A ridge line is scribed in the center of the piece and bent to fit the pitch of the roof. See Figure 4 for overhang of the roof eave. That is all for the roof just now; will be finished later.

Figure 5—Using the scribed sheathing cut both of the end pieces according to dimensions and add the trim. Cut the one half inch square strip according to detail, also the ridge strip, glue the ridge strip in place. Now glue an end piece to each end of the half inch square strip in the position illustrated. Cut the four strips (1/16 x 3/32 inch stripwood) which divide the louvres and glue them in place according to detail. PLEASE NOTE — these four dividing strips are the same lengths as the corner trim on the end pieces and are beveled at top and bottom to fit the slope of the roofs.

There are six louvres in each section and they are fitted in between the end piece and dividing strips as illustrated.

The roof for the louvre turret is a one piece affair cut to fit with a Scale 12" overhang. Glue on the roof. Attach this turret assembly to the roof of the structure on the ridge in the exact center from end to end. Weather or paint the turret.

Tar and gravel the roof. Apply unthinned black enamel paint to the Strathmore roof and while paint is still wet sprinkle with sand.

A wooden trestle of this type is usually supported by a bank bent at each end and a bent in the center. The bents used in this construction project represent piling driven into the ground (See Figure 6 for detail) with a cap across the top of the piling to support the bridge stringers. The embankment bulkhead is constructed of heavy timbers and rock, see photograph of the model.

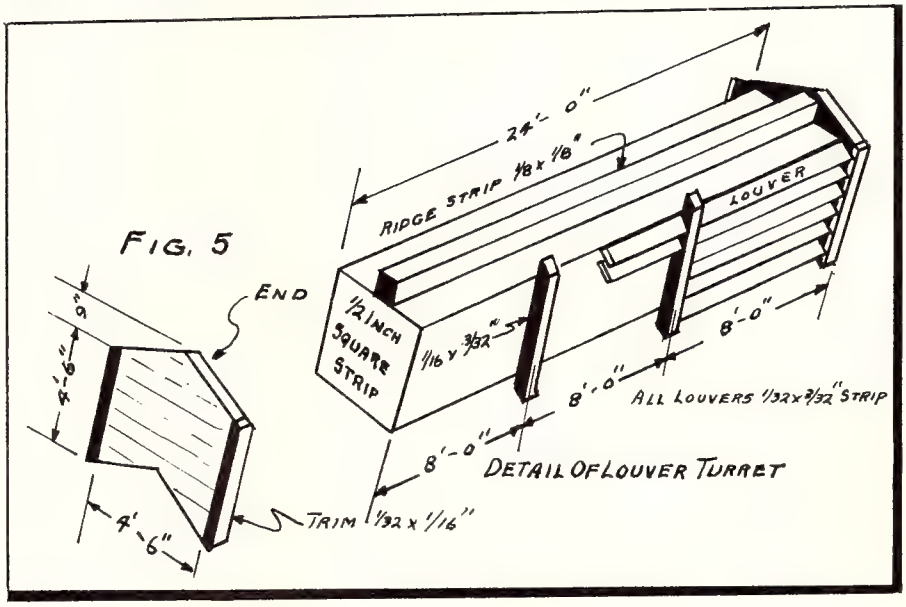
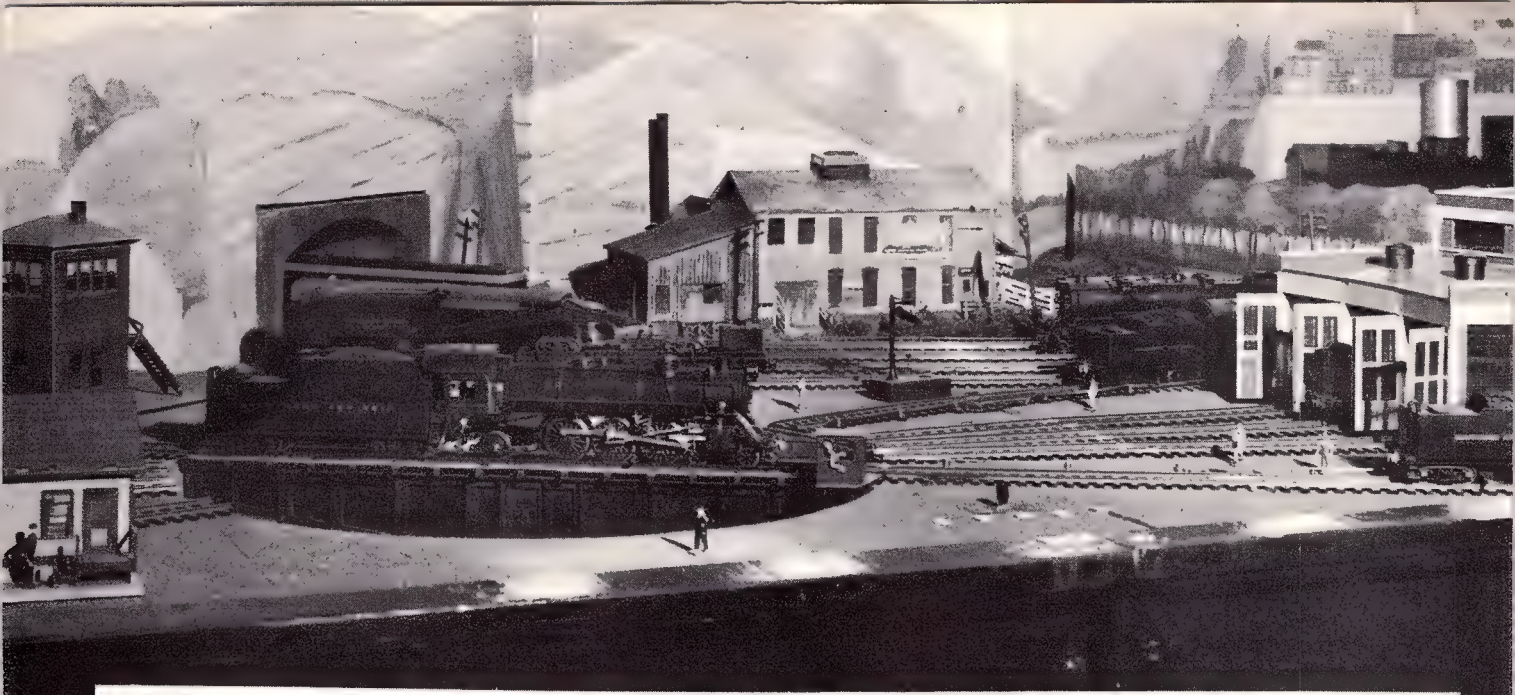


FIG. 5

DETAIL OF LOUVER TURRET



TRACKS, YARDS & TERMINALS

The amount of operating pleasure that you expect to get out of your pike tomorrow will depend on the planning you put into it today.

by Sherman E. Dance

THE fascination of switches, wyes, crossings, and other intricate track arrangements always seems to interest the observer whether on the real railroad or the model pike. The switching devices, regardless of what they are, put realism into the model railroad. It is through their use that the model pike will have all the aspects of interesting operation and provide hour upon hour of entertainment.

The development of a model railroad does not require a municipal auditorium, entire attic, or basement of a ranch home. Many a model railroad has been constructed upon a sheet of half inch plywood and, when not in use, stored under the bed. I have heard of one that was "made in sections" and actually stored in a bed-room closet. Granted, the more space one has available the larger the pike may be. A large pike is not always the most interesting for they do require considerable maintenance, and if large enough, two or more people to satisfactorily operate it. Large pikes are, of course, ideal for club organizations since the usual practice is such that on scheduled meetings, the membership is divided into groups of engineers, towermen, track gangs, construction crews, etc. These groups alternate on meeting nights so that all members have had the opportunity of being engineer on the "crack flyer" of the line.

Coming back again to layout plans, one should select the most desirable spot of the several choices available. Take into consideration, however, climatic conditions of the choice. It is a pretty well established fact that attics are pretty hot in summer and nearly as unbearable in winter at the time when most model pikes see the greatest activity. Portable heating apparatus can remedy the latter situation, but it still leaves an important factor worthy of consideration. Temperature changes between summer and winter may be as diversified as a hundred degrees . . . and that can spell troubles. Good or bad, metals have a tendency to expand with heat and to contract with cold and since the model pike, like the prototype, runs upon metal rails this action frequently causes "rail breaks." The rail breaks may be in the form of broken joints, rails badly out of gauge, and in many instances an upheaval of trackage that would put a prototype railroad to shame as far as "humps and bumps" are concerned.

The house basement, provided it is reasonably dry, is the most common location for the model railroad. The temperature change is not excessive and the "right-of-way" is granted more easily by the little woman in charge of internal affairs. The basement too, provides the greatest amount of space. But a word of caution: Don't build a pike around the electric light and water meters should they be located in your basement. The meter readers enjoy looking at the artists' handiwork, but you are in for some sort of blessing if they must crawl "down and under."

Available space is important. It is important enough that it might determine the kind of railroad you are to build — especially if you consider the factors involved. Too often the railroad modeler will construct a pike that closely follows the terrain of the Pennsylvania Railroad or other long road with high mountains to be passed, valleys to be crossed, and great plains to be traversed . . . all in a space of eight to ten feet. Oddly enough, the effect cannot be obtained. Modelers having only such small space available would do well to follow the prototype of a mountain logging road or perhaps a mining road. It is still model railroading and it offers the same activity, and once more . . . it will look in keeping with the space represented. Too, the equipment is not only old, but generally small and short . . . all in keeping

with the available space.

Perhaps the modeler is more concerned with the more modern and has a special flare for larger motive power — or perhaps the colorful cars that are again coming into being. Small space will not deter the efforts of model railroading with large locomotives, etc., if the modeler would develop a plan to simulate the terminal of such large railroad. The locos would be in proper relationship to the surroundings even though in a small area. What would be wrong if the modeler simulated an "industrial site" along a water front — lots of switching moves, track, and activity? So, . . . regardless of available space, the interested modeler can develop a model pike to fit the limitations of the area.

This article is not to be conceived as the ultimate of track planning and layout. Books have been written on the subject and cover the principles completely and concisely. It is inteded only to give ideas, suggestions, and thoughts which may be of value to the beginner. He may learn through the experience of others in this reading on what he should or should not do. Some suggestions may completely change the original thoughts in mind to have a model pike which will net more satisfactroy results and pleasure for the modeler . . . at least, that is the hope.

The beginner of model railroading is generally most enthusiastic and cannot wait till the trains are rollin'. Quickly track is joined together and once in his exuberance he has gone so far as to include a switch or two. Net result is a circle — a Christmas Yard plan — wherein the train goes "round and round." Naturally, it was a start but one in the wrong direction.

An intelligent approach to even the very first model railroad experience would be one in answer to several questions: 1. Am I going to model a certain railroad — B & O, Pennsy, etc.? 2. Will I model a certain portion of this road — water front site, mountainous region, mining area, etc.? 3. Will I plan my pike with a certain era of time — 1900, 1940? Should the modeler deside a "yes" to each of the three questions, he is off to a good start. On question 1 he could, of course, decide to use locomotives of any and all prototypes and justify the thinking that on his road, the "Walltowall & Backagain," that the power had been purchased second-hand from the former owners. Thus, in planning the track and the right of way, the modeler should think about his locale, the terrain and what makes the railroad a necessity to the area. Switching moves will have to be anticipated in advance — where will the engine house be, the shops, the mines, sidings, hills, bridges, etc.

The $64 Question . . . how do you do this? First, don't do it in five minutes — not in a day . . . give it a week or more and still better, perhaps several weeks of planning and thought. The first approach is to provide yourself with several dozen sheets of letterhead size paper. Having previously meditated on what you intended in the way of sidings, branch lines, etc., you begin to outline or develop the trackage with the engine house here, the main yard next to it, a siding for industry "A" there, another for industry "B" here, a bridge there, the river goes along here, etc., etc. The first effort isn't expected to look too good or even at all convincing. So, keep that original plan and using it as a guide (maybe it did have something in it that you did like) you begin the second plan in much the very same manner. You modify this a bit, change it there a little and perhaps it does look better than the first. Now that this is better than the first you have no yet obtained the truly desired plan—so, you re-draw and draw again and again—each a little different than the preceding plan. At last, after several dozen (and I mean it—dozens) attempts you will have come up with something that looks like a railroad. But you are not finished!

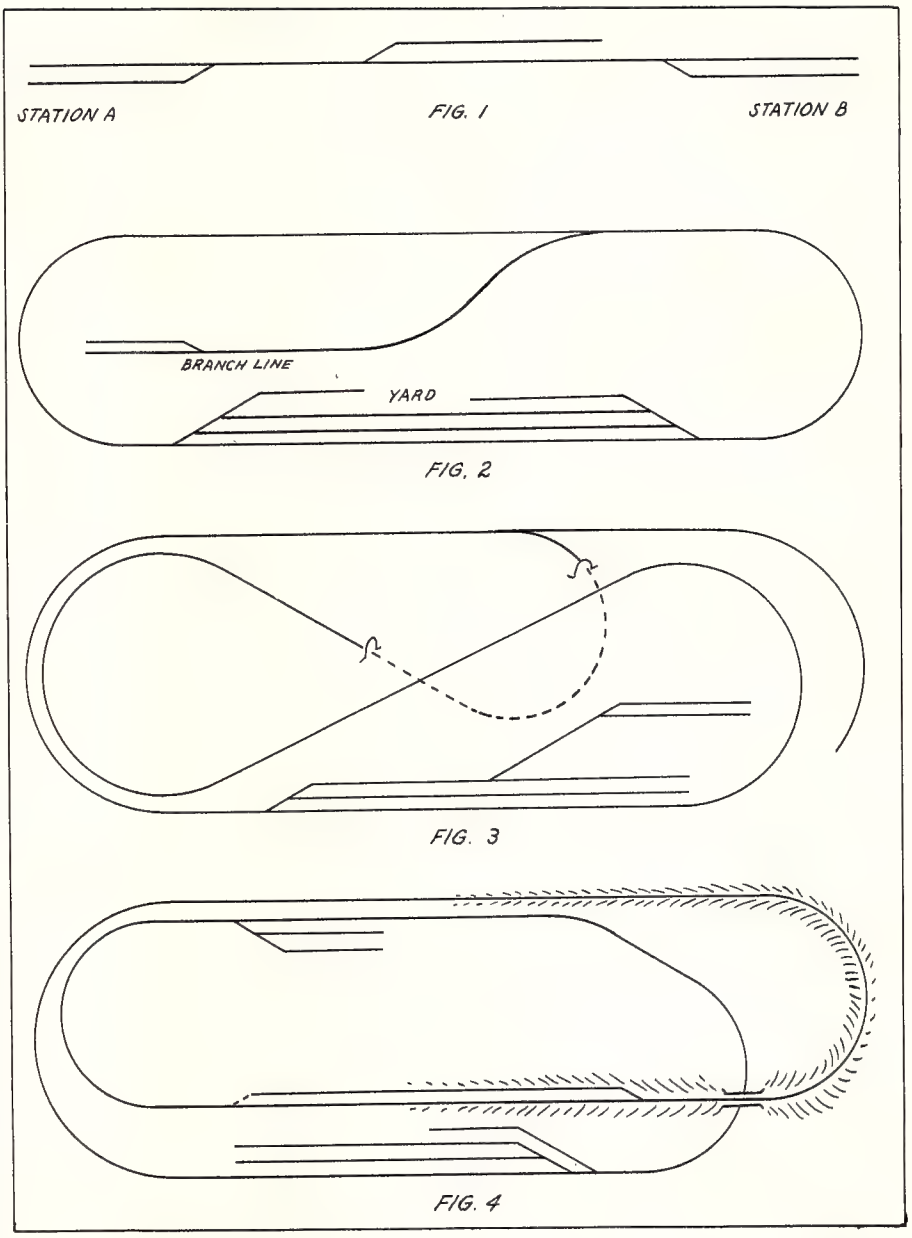


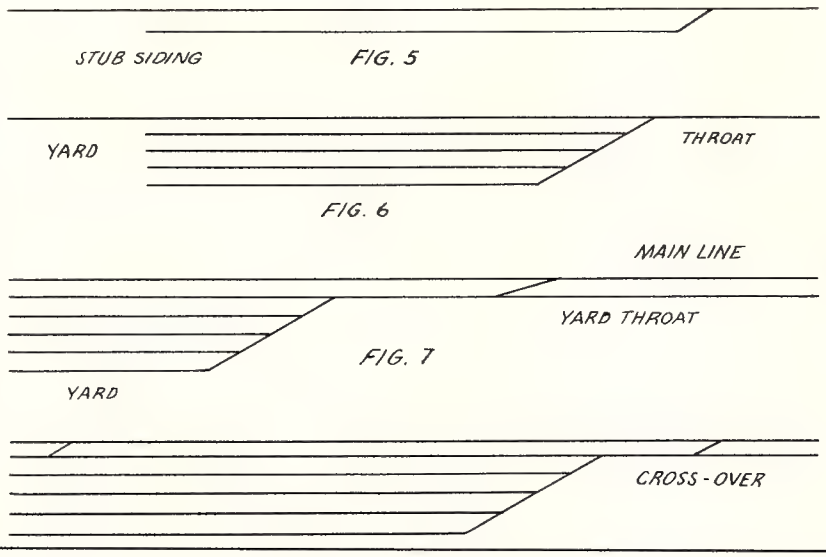
FIG. 1

FIG. 2

FIG. 3

FIG. 4

You think you have the plan — maybe you do. Now, look at it—ponder it in mind. Perhaps you have a branch line that crosses over another line below. Does the length of that trackage permit sufficient rise to cross the track below it without too much grade? Check your lineal trackage for the rise necessary for clearance in the chart of last month's issue. Consider your proposed plan again. From the standpoint of scenic possibilities, would it look more convincing to have a "cut" at that point instead of the proposed tunnel? Tunnels are used on railroads only where too much excavating would prove more costly than the tunnel. Maybe a "fill" would be more desirable than the proposed bridge across that valley! No, I want the bridge because I have one in mind that would look very, very interesting at that spot



and too, it would be convincing and prototype. By this time you may have made some changes in what you had at first thought was "the plan."

Go back to the plan again — this time with still another approach. Imagine that you have a train about to pull out of the yard at "A" place, headed for "B." Maybe it is a Way Freight (local that does the switching enroute) and are the switches you planned facing in a direction wherein the train can back into the siding? A few of them might face the other way, of course, to be worked on the return trip. Does the train actually get to point "B"? Now, it must come back. This immediately means that a turntable or Wye must be installed to turn the locomotive around. Another change in track plan! Of course, the locomotive could run backwards to point "A" if you do not want the turntable or Wye — it would be prototype, too. The Jersey Central does this very thing as do many other roads throughout the nation. So, there you again have a decision to make or a change of plans.

Let's think on paper again. If you plan to operate more than one train at a time — and you eventually will — have you provided for passing tracks for these trains? They should be located at the approximate meeting places when traveling in opposite directions and not just where you would like them to be. Again, a change of plans. See what is meant by "ponder it in mind"? Don't be too quick to say that this is "the" plan. Go over it and over it again until such time you are sure it is not only convincing and interesting, but that it is functional as well.

Track plans are generally one of five basic designs — each defined or recognized by a simple form. Figure 1 illustrates the "point to point" layout which leaves point or Station A and travels past intermediate stations to the end of the line at Station B. Midway between the two stations a "stub" siding has been included. More than one should be incorporated into such track plans to offer switching moves. The stub siding may likewise be used for passing trains in opposite directions provided the stub is long enough to accommodate the shortest of the passing trains. This type of siding requires that the train in the siding must "back out" onto the main. A true "passing siding" is much like it except that another switch is located at the stub end and permits pulling directly out onto the main without backing. A passing siding is suggested in Figure 4.

The "point to point" layout is not too frequently used, yet it offers unlimited activity that is the most true in prototype action. The real railroad really travels in a definite direction — east and west or north and south . . . from one place to the other. Locomotives are turned (usually) at these terminal ends to make the return trips. In many situations where the railroads are not too long (called short lines) the locomotives are run backwards for the return trip. Thus, without the turning devices of a turntable or Wye, your operation would be prototype. Systems of this type require very, very little width — two or three feet only — and may be the entire length of one or more walls. Model pikes having such length will permit many sidings, villages, and terrain from mountains to plains with the scenic advantages thus offered. Consider the point to point system if the space is available.

"Round the Loop" layouts as suggested in Figure 2 are quite common to the beginner and, as will be noticed, offer very little to satisfy the imagination of the more advanced modeler. The illustrated plan does offer a "double end" yard and a branch line which could run into a mountainous region to the left side of the plan. By and large, despite the diversion of the branch line, such track plans offer little more than "round and round" the circle operation. This type of plan would, however, lose the effect if the platform were built into the form of the letter "L" and similarly located in the corner of a room. The branch would thus apparently serve a more realistic reason for its being there. Built upon the L, the track would also follow the confines of the platform.

Observation will indicate on Figure 3 that the track plan is that of a modified digit 8 and at the same time introduces a little more in the possibilities of scenic arrangement. Although a tunnel in a curve has been suggested in the plan, the upper line of track could have satisfactorily passed over two bridges or a combination of bridge and tunnel. It will be noted too that it is possible in the digit 8 track plan to create the illusion of a short stretch of double track main line. This plan suggests two yards which may effectively be used as freight (larger) classification and a coach storage yard. No facilities have been included for an engine house, but the coach yard could serve this purpose if so converted. The long spur or siding could likewise be developed into either another yard, engine terminal, or perhaps another branch line for interesting operation. In general, the digit 8 plan permits just about double the amount of track within the confines of a given space. This plan would become even more interesting if the track were permitted to weave in and out, especially on the portion over the tunnel — suggesting that it was so engineered to gain the necessary elevation. Any track plan designed along the lines suggested in Figure 3, can be arranged for two train operation. This would be accomplished by including a pass siding or track on the straight stretch above the tunnel or the section of track from the yard on. If it were to begin at the beginning of the yard, it would somewhat suggest the track complications of a busy terminal.

Another generally used and accepted track plan is that which is referred to as the "Double Loop" plan illustrated in Figure 4. This, like the plan of Figure 3, allows almost double the amount of track in the same space; permits the use of bridges or tunnels with ample room for yards, engine house and sidings. Only yards have been suggested in the plan herewith, but it does provide a passing track for two train operation. The plan is basic and can be developed to include many of the interesting aspects of railroading.

Don't overlook the idea presented in Figure 4. Although strictly "double loop" as shown, imagine the plan if the digit 8 "reverse" were to be incorporated into either of the two loops . . . result — a third more track and less "round and round" the loop operation will be evident. Combination double loops and digit 8's are common practice with the experienced miniature railroader for reasons of the diversified routes, the in-

appearance of plain loop operation and the scenic possibilities of the necessary over-passes.

It should be recognized that each of the four plans illustrated have been kept simple to convey the idea of the route or plan. To greater gain the effect of a real railroad make use of more irregular track, sidings, and facilities to service both trains and locomotives. Despite the fact that real track is anything but level, you glide around many a curve that you never recognize simply because you didn't see it. The real railroad follows the line of least resistance — through valleys, along rivers, and over the most level route that can be engineered. The model railroader, on the other hand, creates the rivers, valleys, and hills to have something over which his line is to run. We, as modelers, must do it but in reverse.

The fifth possible track plan, although not illustrated, is very much like the digit 6. As is rather obvious, the circular portion of the digit would permit continuous "round and round" operation while the leg would serve as a yard, engine house, or other facility necessary to railroading. In this situation, as with all the illustrated suggestions, there is no need to make the plan so obvious as to conform strictly to the verbatim design. It is hoped that these plans will serve only as guides upon which your individual layout might be developed.

Yard Development

A train which goes there and back again will certainly give the observer plenty of solid and continuous action, but once recognized as a continuous repetition of route, something else of attention will be sought. It might prove to be mountains, bridges, rivers, or perhaps some well detailed and constructed railroad structure. Sure-fire attention is immediately obtained, however, in the well executed railroad yard where trains are broken up into smaller units for the way freights. A switch engine may be busy as a bee going from siding to siding, then to the yard throat and back again to repeat a similar switch . . . but there is action and interest as long as the procedure may continue. The question will come to mind, "What is the next move to take place?"

Railroad yards of some sort are on every railroad whether large or small. It is in the yard that a train originates and another yard where the cars of the train are dispersed or made over into the many more local hauls of the way freight. The yard means money and business for the railroad; without the business there would be no need for the yard. Since the model pike is likewise supposed to have a purpose for being and activity, there is the need for one or more yards.

Large railroad systems like the Pennsylvania have strategically located yards near the larger cities and junctions where cars may be dispersed to other roads or routes. Typical of the type and one of the largest in the Eastern division is the Enola Freight Classification Yard just outside Harrisburg, Pennsylvania. Facilities of all types for steam, diesel and electric locomotives are available. The classification yards which parallel the Susquehanna River for several miles and contains mile after mile of track, has been divided into two distinct sections somewhat similar to the illustration, Figure 10. Two yards, in opposite direction, are adjacent to each other to direct cuts of cars into their next respective moves — east or west. Sandwiched between the yards are the necessary interchange tracks to relocate the cars. Engine facilities of all types are located at but one end.

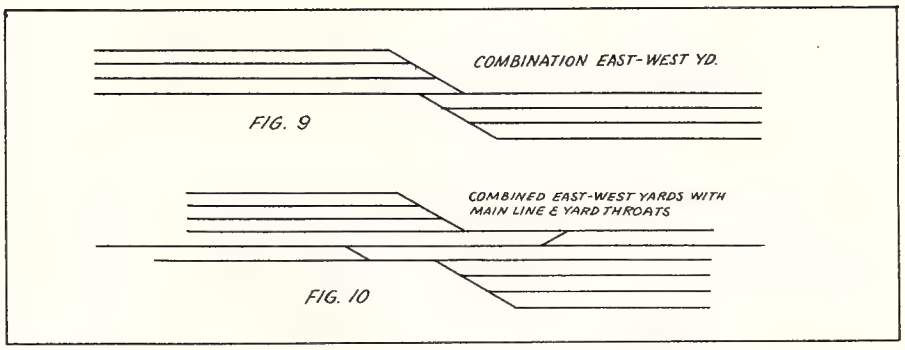


FIG. 9

FIG. 10

Large yards such as the Enola ("Alone" spelled backwards) are desirable on only the very largest of the large layouts and where space is at no premium. We can, however, learn much from it and in a somewhat minor role we can adapt some of the features into a workable plan for model purposes. This plan might look a bit like the suggested idea as illustrated in Figure 11 herewith provided ample space is available. One corner of the platform could be devoted to such activity or an entire layout developed upon the idea of such facilities of a large system. Undoubtedly, you would have the tracks and certainly room for plenty of action.

Every siding on any railroad (Figure 5) is in a sense a railroad yard even though it may have absolutely no facilities other than that of car storage, loading, etc. As the single track stub siding acquires more track (Figure 6) it develops into what is more generally recognized as a yard. Working the several tracks of the yard requires the use of a "throat" — an area onto which the locomotive may pull the cars to be added to the Way Freight or made into another train. Activity of this kind may block the main line for other scheduled trains. The result then is the development of a "yard throat" (Figure 8) which permits this switching of cars without interference of main line traffic. The "cross-over" on the right end of the plan allows the Way Freight to enter the yard and leave the main line open for the usual traffic.

The locomotive of a train entering a stub end yard would be "trapped" in the yard until such time when its cars had been distributed by the switcher. In order that a locomotive not be tied up in the yards, an "escape" cross-over is installed at the farthest point of the inbound track. Thus, the locomotive may uncouple and head for the roundhouse. Often it is possible to locate the escape track at a point wherein the locomotive can proceed directly to the engine house without again entering the main line. True railroad practice will keep, as far as possible, everything off the main line except those that are really scheduled for a distant point.

Figures 9 and 10 are basically the same plans with the latter allowing greater movement within the yard itself and keeping a main line open (longer line in the illustration) for other possible through trains. Should the arrangement be a terminal yard, the same track could become either an "arrival" or "departure" track.

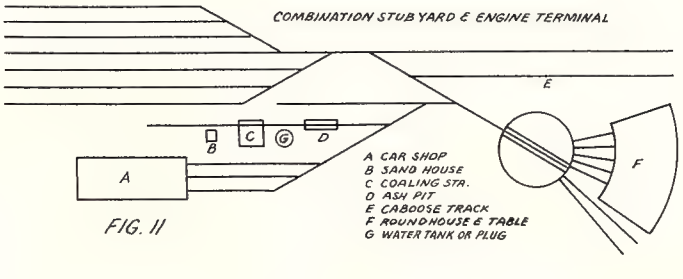
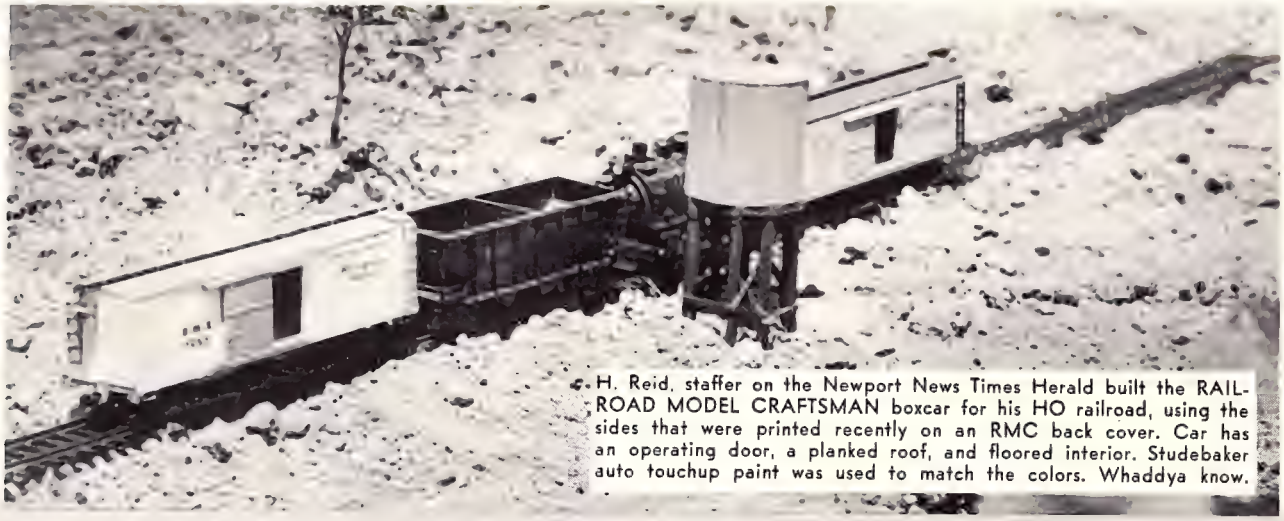


FIG. 11



C. H. Reid, staffer on the Newport News Times Herald built the RAILROAD MODEL CRAFTSMAN boxcar for his HO railroad, using the sides that were printed recently on an RMC back cover. Car has an operating door, a planked roof, and floored interior. Studebaker auto touchup paint was used to match the colors. Whaddya know.

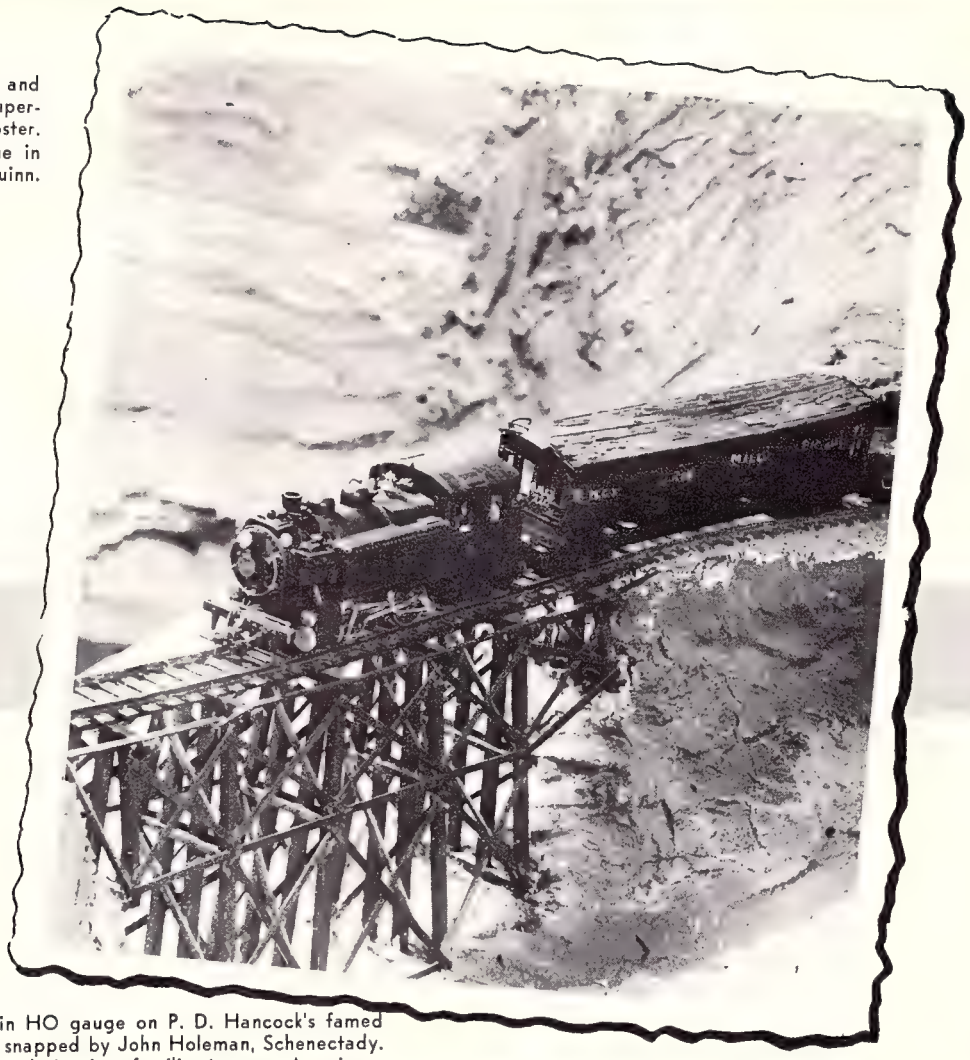
YOUR NABOR'S

Really rugged country on the HO Western Valley RR of Russ Porter, of West Allis, Wisconsin. WV Class E-2 electric with a load of black diamonds on a stretch of gauntlet track. Rebuilt International has rivet detail added using sheet lead .005" thick, acetate pilots, and Varney diesel frame and trucks with Commonwealth side frames.

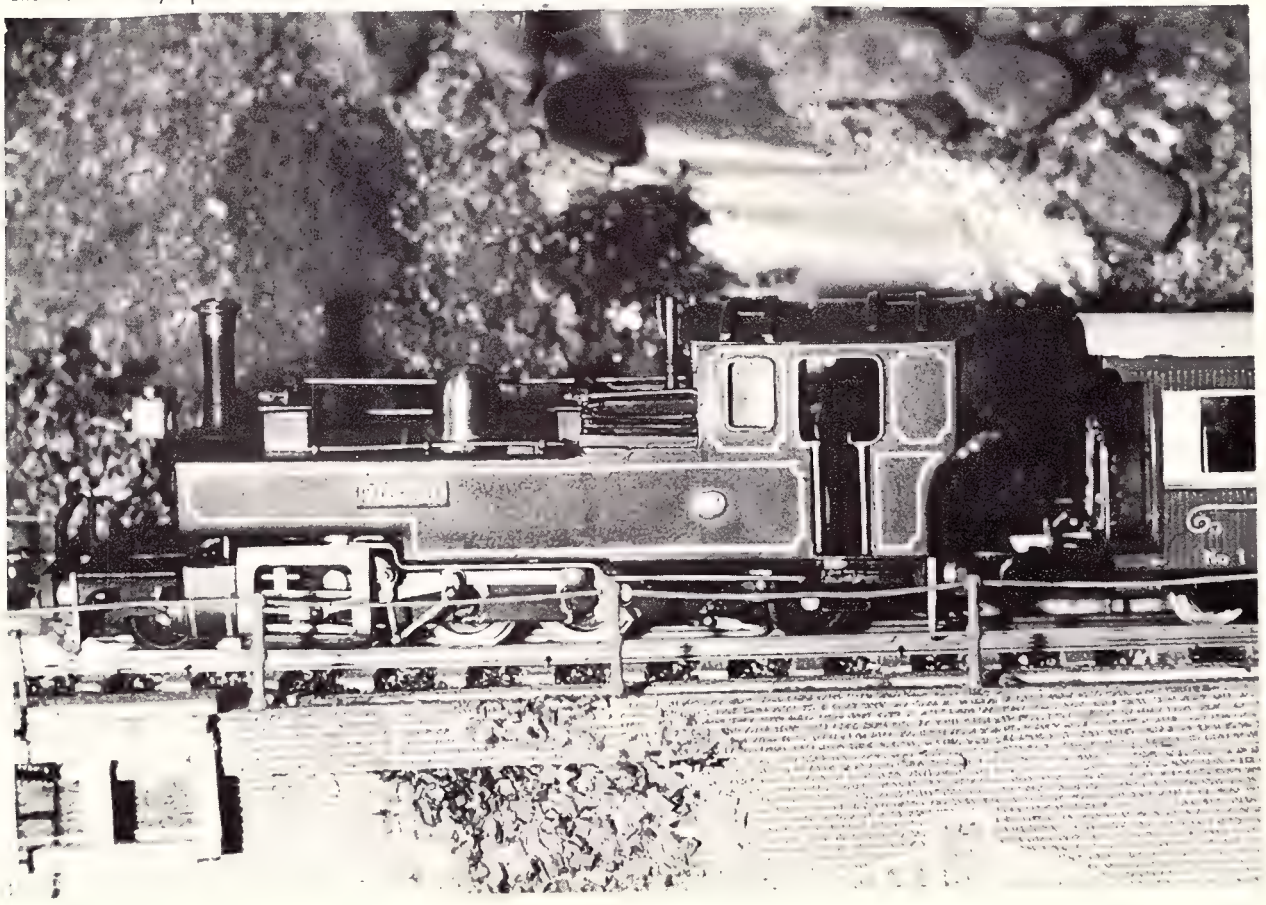
Jim Yuill Senior and Junior are a father and son team in Johnston, Pa., who like to super-detail their engines as per this Mantua Booster. Snapped on Art Quinn's Quinn Belt Line in Gulfport, Miss. Pickle car is by Art Quinn.

YOUR MODELS OR LAYOUT BETTER THAN THESE? $5 OR BETTER FOR ANY PIX USED HERE. RMC, RAMSEY, N. J.

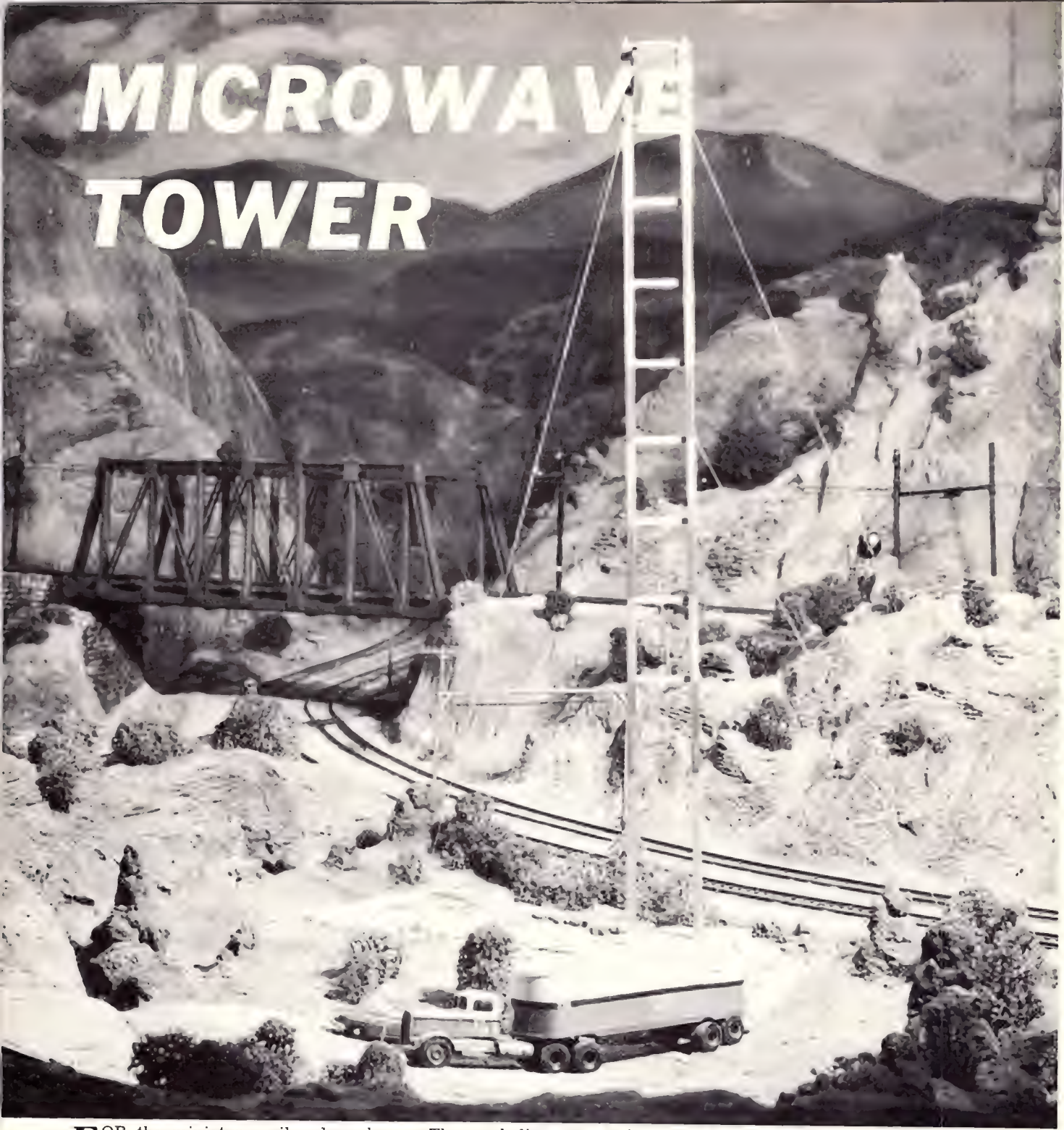
PIKE



Here's a real British engine in HO gauge on P. D. Hancock's famed Craig & Mertonford Railway, snapped by John Holeman, Schenectady. British and European prototype design is unfamiliar to many Americans and so not fully apreciated. However, interest is becoming keener.



MICROWAVE TOWER



FOR the miniature railroader who has from time to time knocked over poles and broken wires while trying to rerail a derailed train, the Microwave method of transmitting telegraph and voice channels is a godsend. Instead of wires extending from station to station along the right of way, there is an ultra-narrow invisible radio beam approximately 3° wide over which messages are transmitted. A mythical installation is shown at the bottom of the drawing.

At Delton and Argo, the main sending and receiving equipment is located in a concrete shelter at the base of the highest structure in the towns (grain elevator, coal tower, etc.). A cable connects the shelter equipment with a 4 ft. parabolic antenna mounted atop the high building.

The parabolic antenna, via a narrow, invisible beam, sends messages to a 4'x5' reflector mounted atop an H-type 100 ft. high pole structure located at Oxford 25 miles distant. This structure is known as a "Repeater Station." Here the beam is reflected to a stem on a parabolic dish mounted on the roof of the shelter as shown. The stem reflects the beam back to the dish which is curved to concentrate the energy received. The beam guide transmits the beam from the dish down to the repeater equipment located inside the shelter and out through the other side where the beam is cast vertically, intercepted by the plane reflector and directed to the next station at Summit and so on. The receiving procedure is the same.

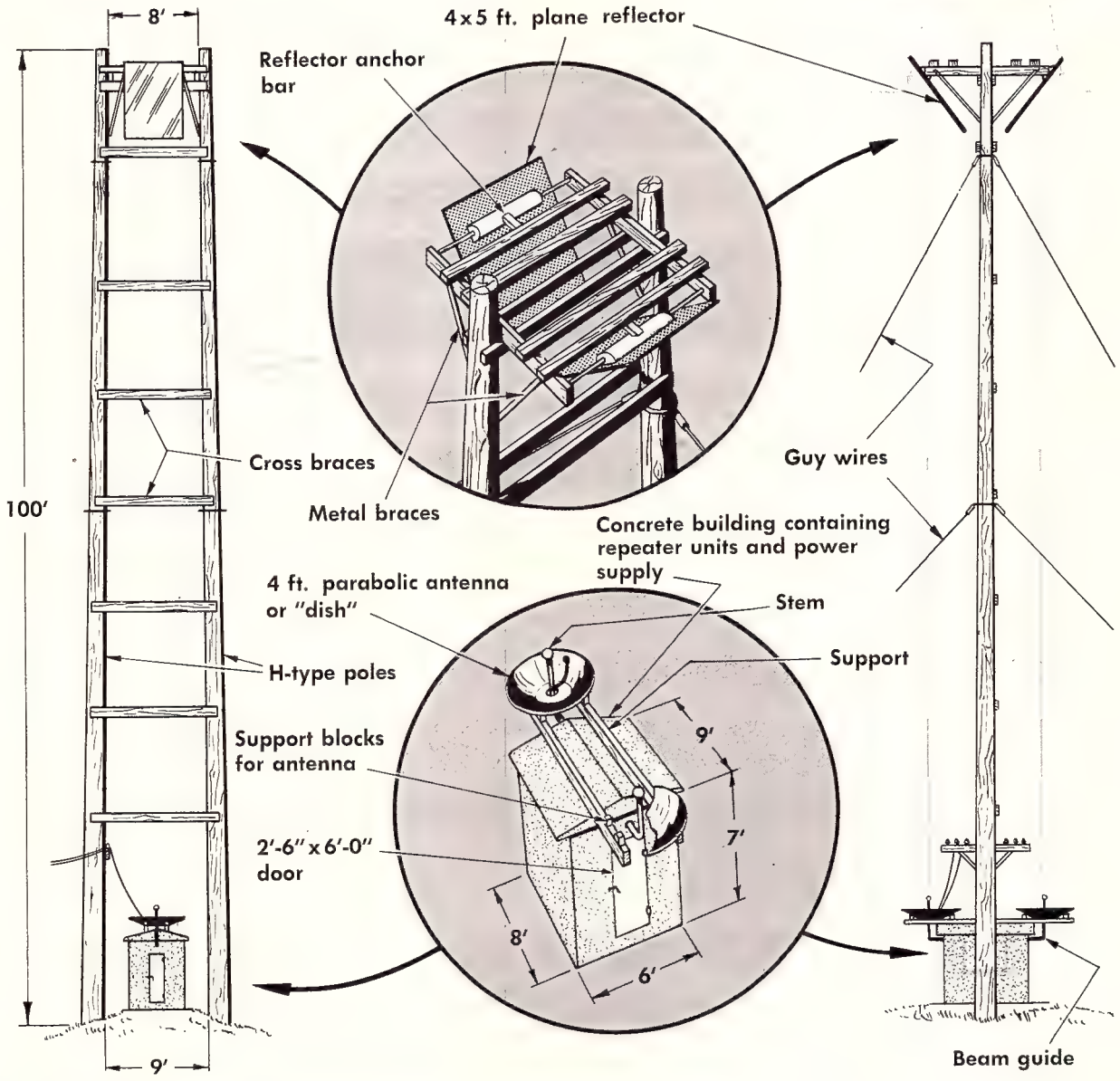
Modeling the components should not be difficult. The H-type poles can be made from dowels or swap sticks, depending upon the scale wanted.

The shelter can be made from illustration board painted to represent concrete; the dish from a piece of bristol board in the form of a circle which is slotted and then formed into a cone shaped dish, painted aluminum. The wave beam is made from a piece of wire with the stem shaped from solder. The support and support blocks are of wood. The 4'x5' plane reflector can best be made from aluminum foil with the reflector surface left unpainted.

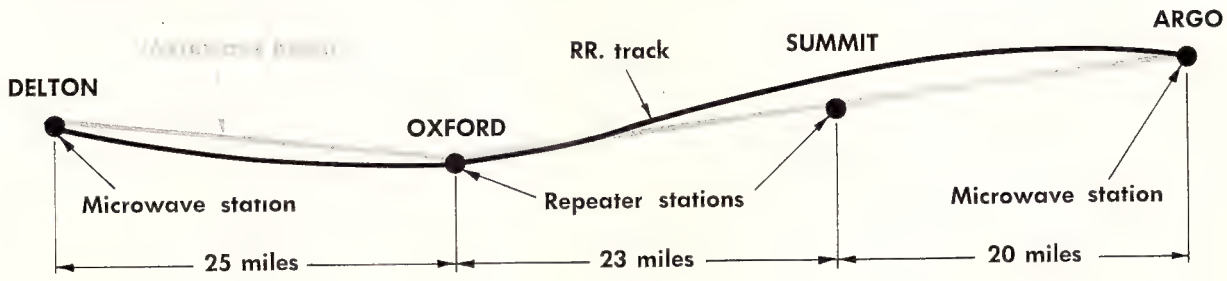
Incidentally, notice the wires leading from the crossarm of the pole to the shelter. These wires furnish power for the repeater circuit. A small 1 kw generator automatically takes over the circuit should normal power fail.

by Russ Porter

Easy to build, yet loaded with detail, is this modern Microwave relay tower that eliminates need for telephone and telegraph poles, wires.



USE A SCALE RULE IN TRANSPOSING THESE PROTOTYPE DIMENSIONS TO YOUR OWN FAVORITE MODEL SCALE.

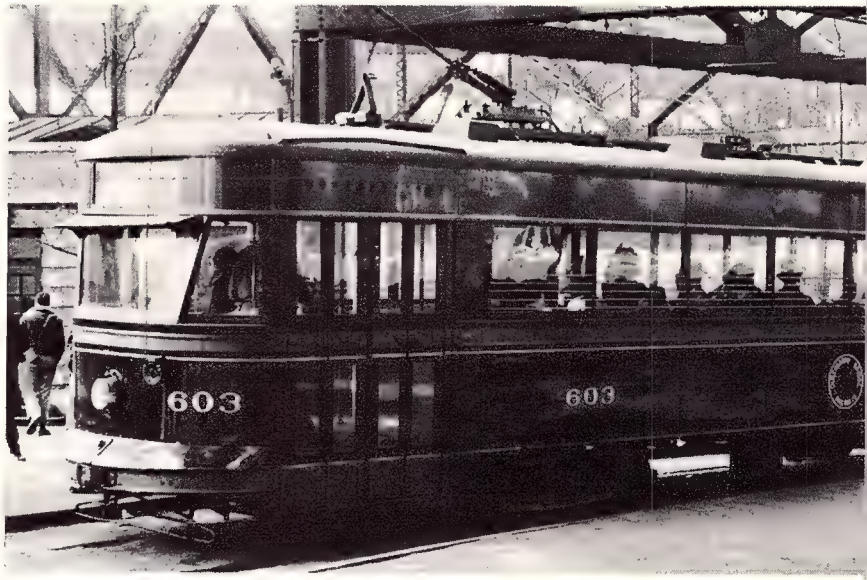


OSGOOD-BRADLEY "MASTER

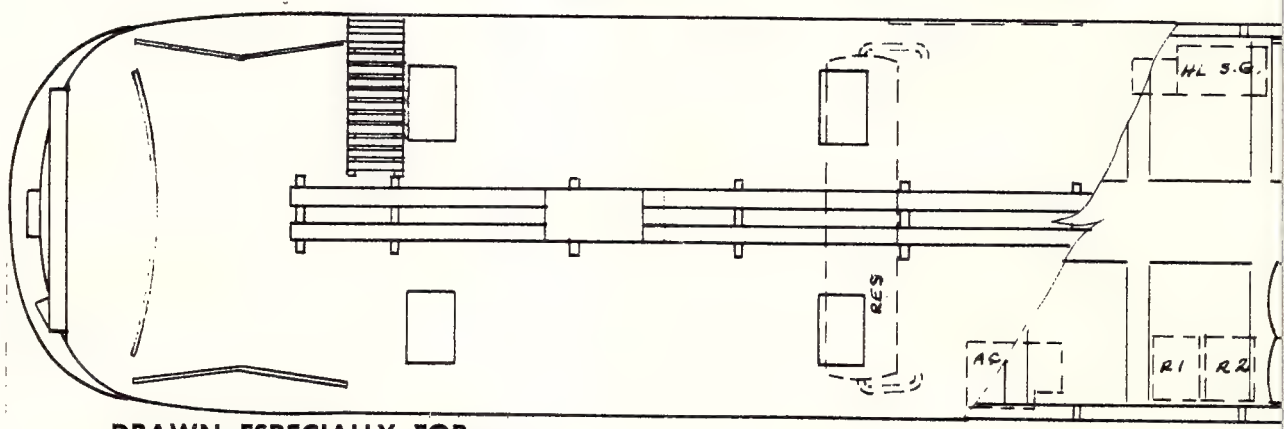
After bustification of the New Bedford trolley system, some of the Master Units were sent to New York's Queensborough Bridge line, where they saw service for some time in their original dark green livery. Even the name of the traction company seemed in doubt. A herald on one car bore the name "Queensborough Bridge Railroad" and another "Queensborough Bridge Railway." Today, QBR cars are painted in the bright orange of the parent Queens-Nassau Transit Lines. The line has most of its trackage on the Queensborough Bridge; connects Manhattan with Long Island City with an aerial stop at Welfare Island.

TECHNICAL DATA

Builder	Osgood-Bradley, 1930
Trucks	O-B Arch Bar
Motors	4 Westinghouse 35hp 14:69
Control	DE Westinghouse HL
Weight	36,700 pounds



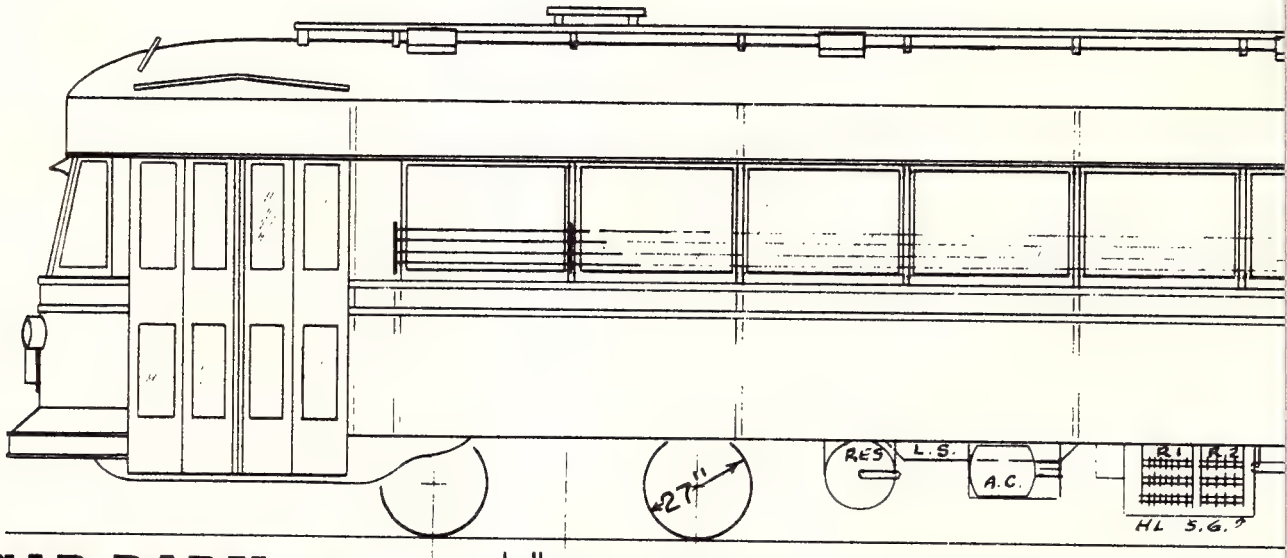
UNION STREET RAILWAY CO. QUEENSBORO



DRAWN ESPECIALLY FOR
RAILROAD MODEL CRAFTSMAN

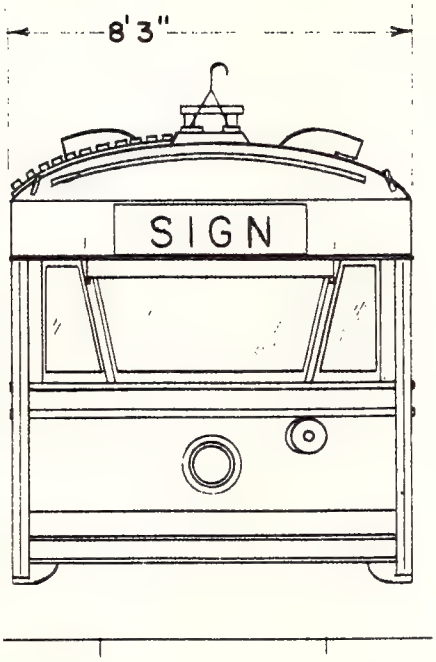
44' 1"

BY E. R. MOHR

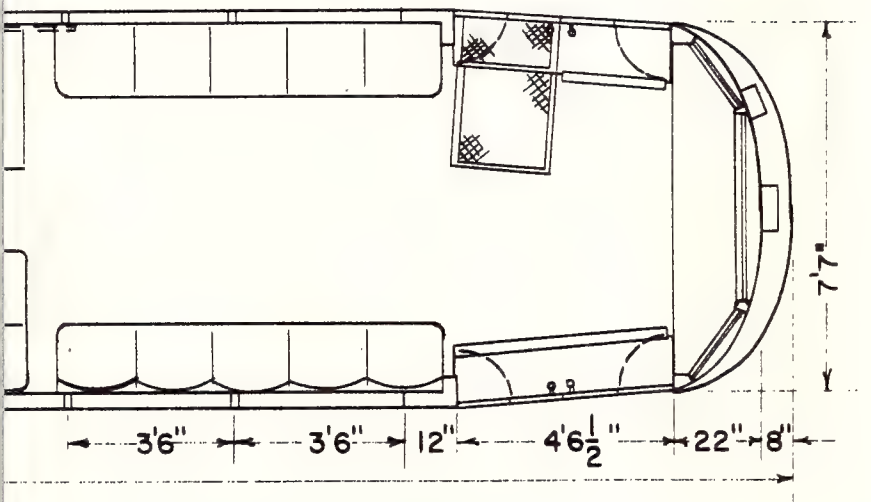


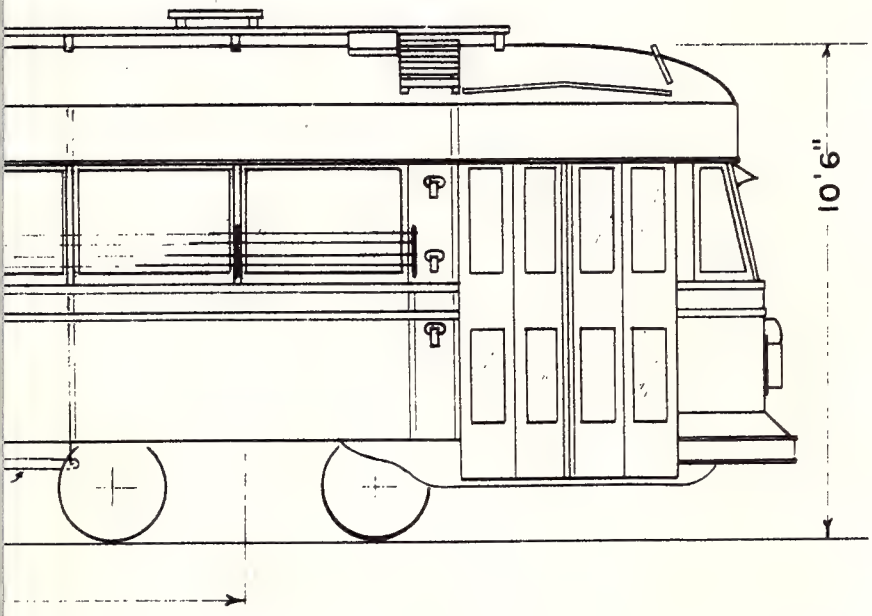
THE CAR BARN

UNIT"



H BRIDGE RAILWAY





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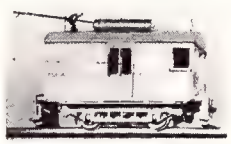

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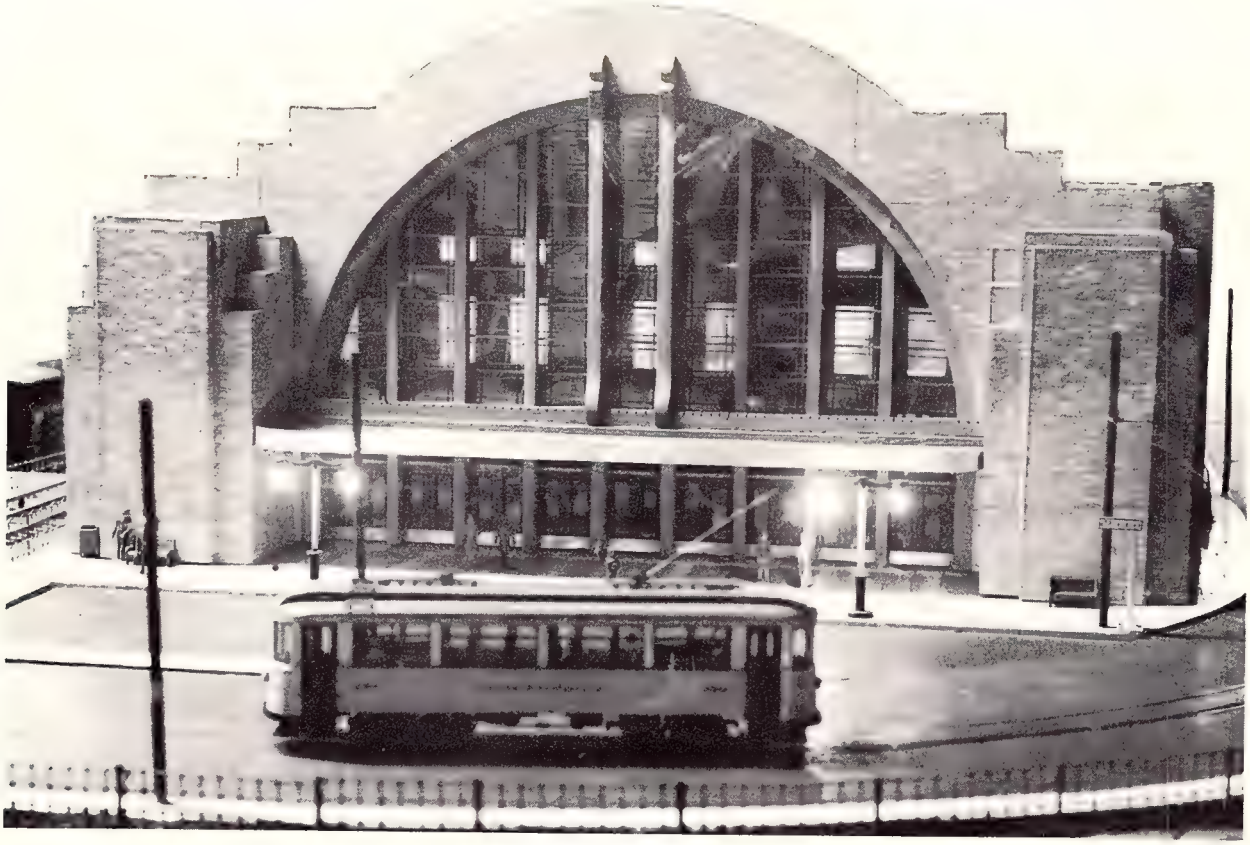
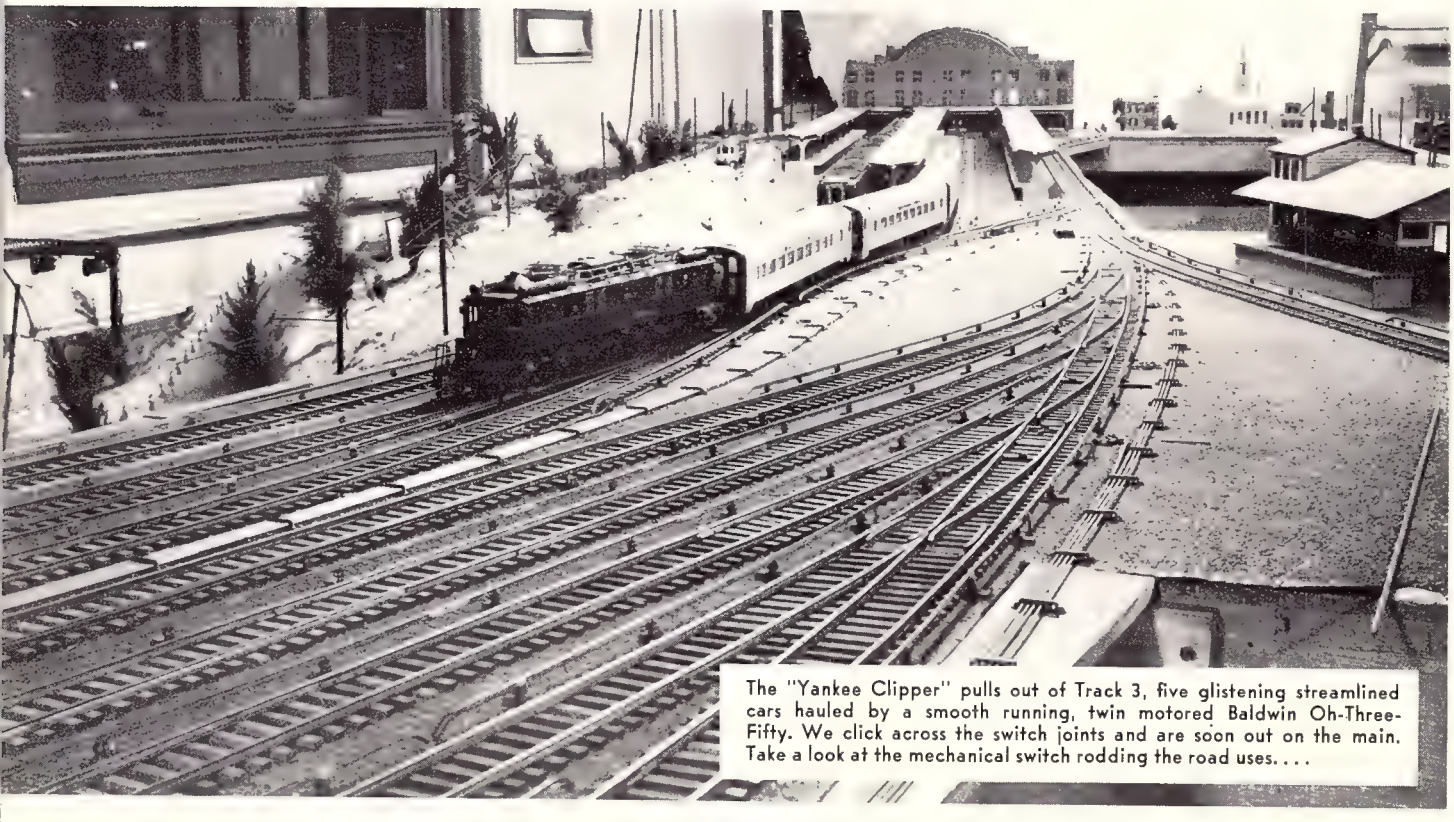


FANTRIP

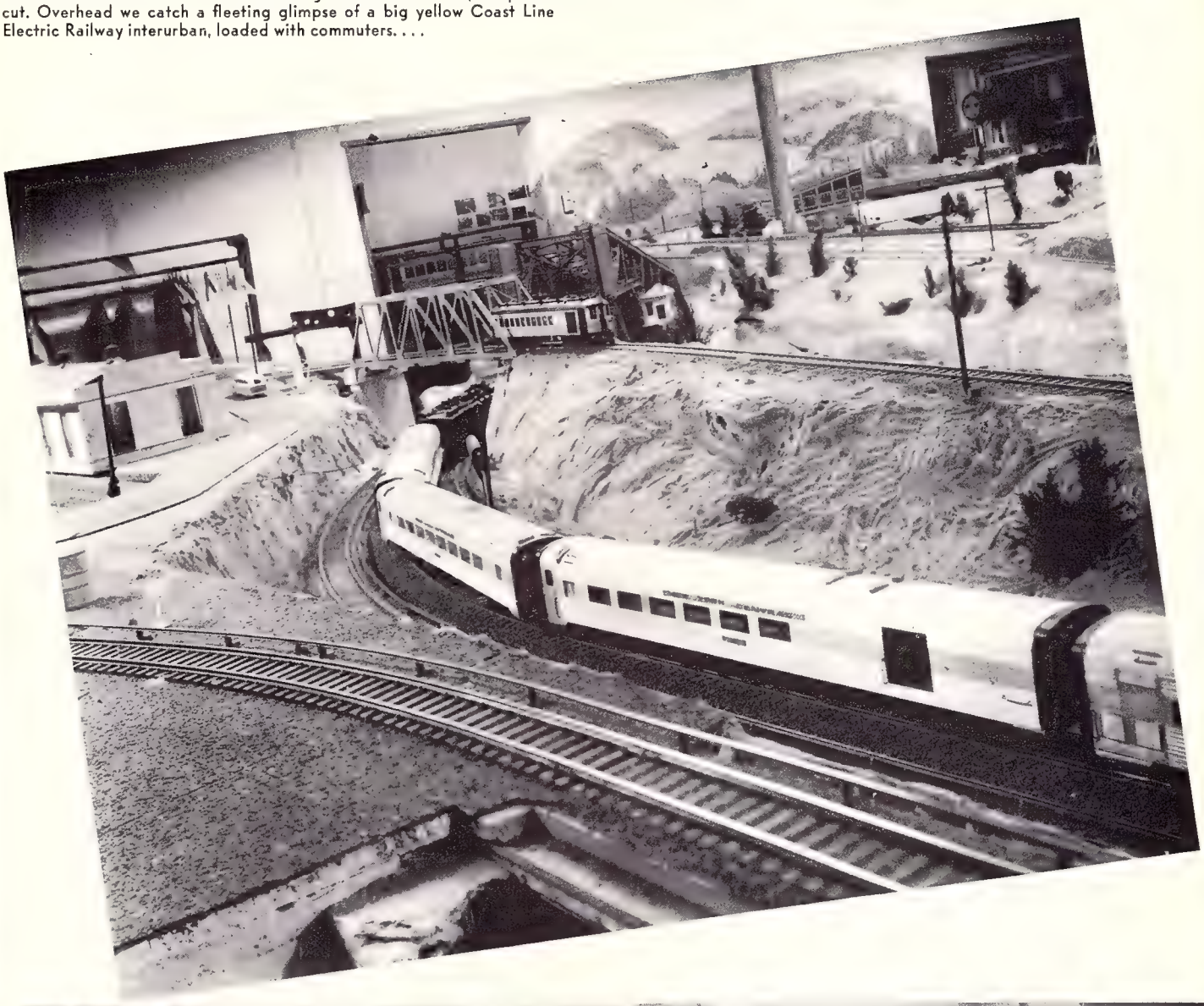
on the New Haven Line

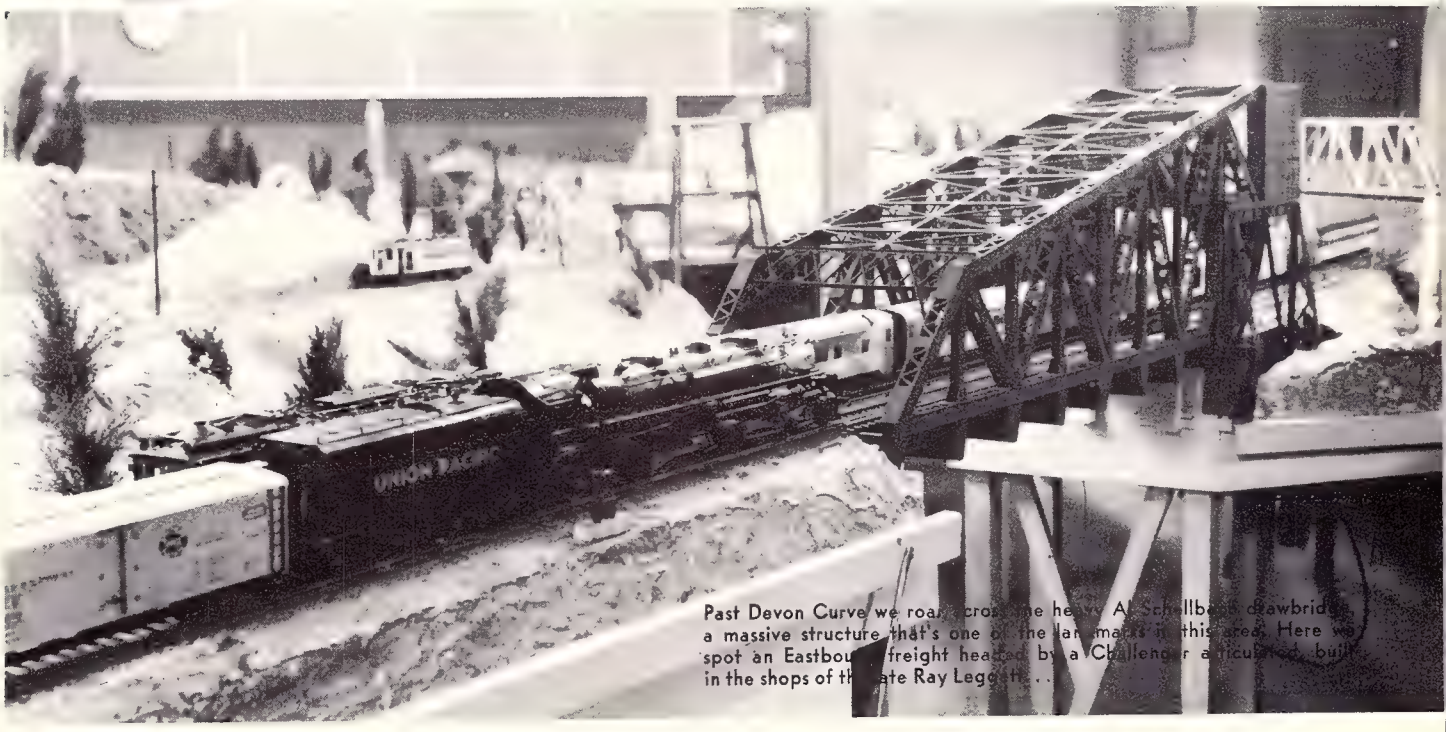
How about joining us on a fantrip over the O gauge railroad of the New Haven Society of Model Engineers, Inc. It's early in the morning when we take the trolley down to the Bridgeport station; hardly bright enough out for pictures. . . .



The "Yankee Clipper" pulls out of Track 3, five glistening streamlined cars hauled by a smooth running, twin motored Baldwin Oh-Three-Fifty. We click across the switch joints and are soon out on the main. Take a look at the mechanical switch rodding the road uses. . . .

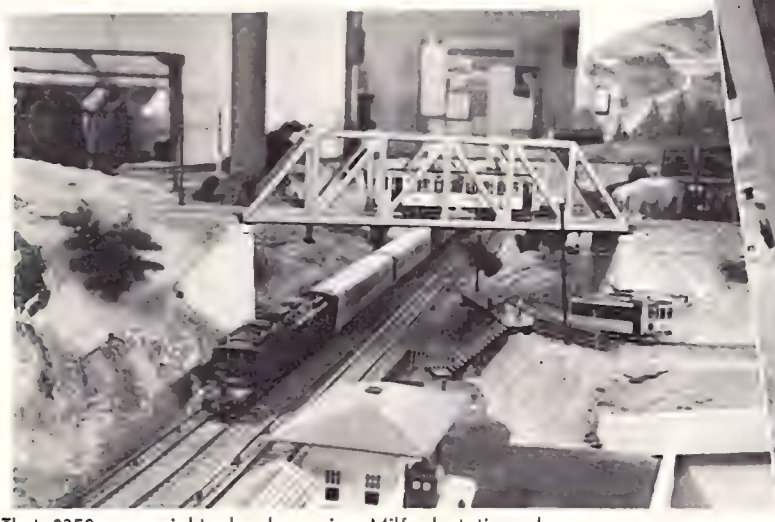
Around the mountain and then we swing into Devon Curve, deep in a cut. Overhead we catch a fleeting glimpse of a big yellow Coast Line Electric Railway interurban, loaded with commuters. . . .





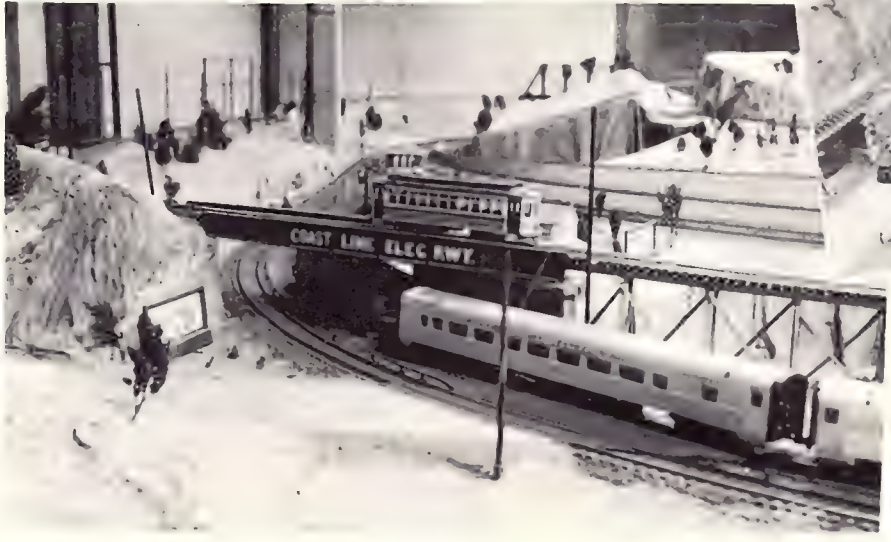
Past Devon Curve we roar across the heavy Al Schellberg drawbridge, a massive structure that's one of the landmarks in this area. Here we spot an Eastbound freight headed by a Challenger articulated, built in the shops of the late Ray Leggett. . . .

We roar by Watrous station, named in memory of Roy Watrous, a former member of the club. . . .



That 0350 roars right ahead, passing Milford station where we see an interurban and a single trucked birney city car. The birney is on the return loop of the Milford-New Haven city line. . . .

A short stop at Clinton Junction until the Red Eye clears. Hey, that isn't a Coast Line car on the girder bridge! Looks like, and it is, old No. 12 from the Hudson River Electric Railway down Jersey way. Clipping right along, too. . . .

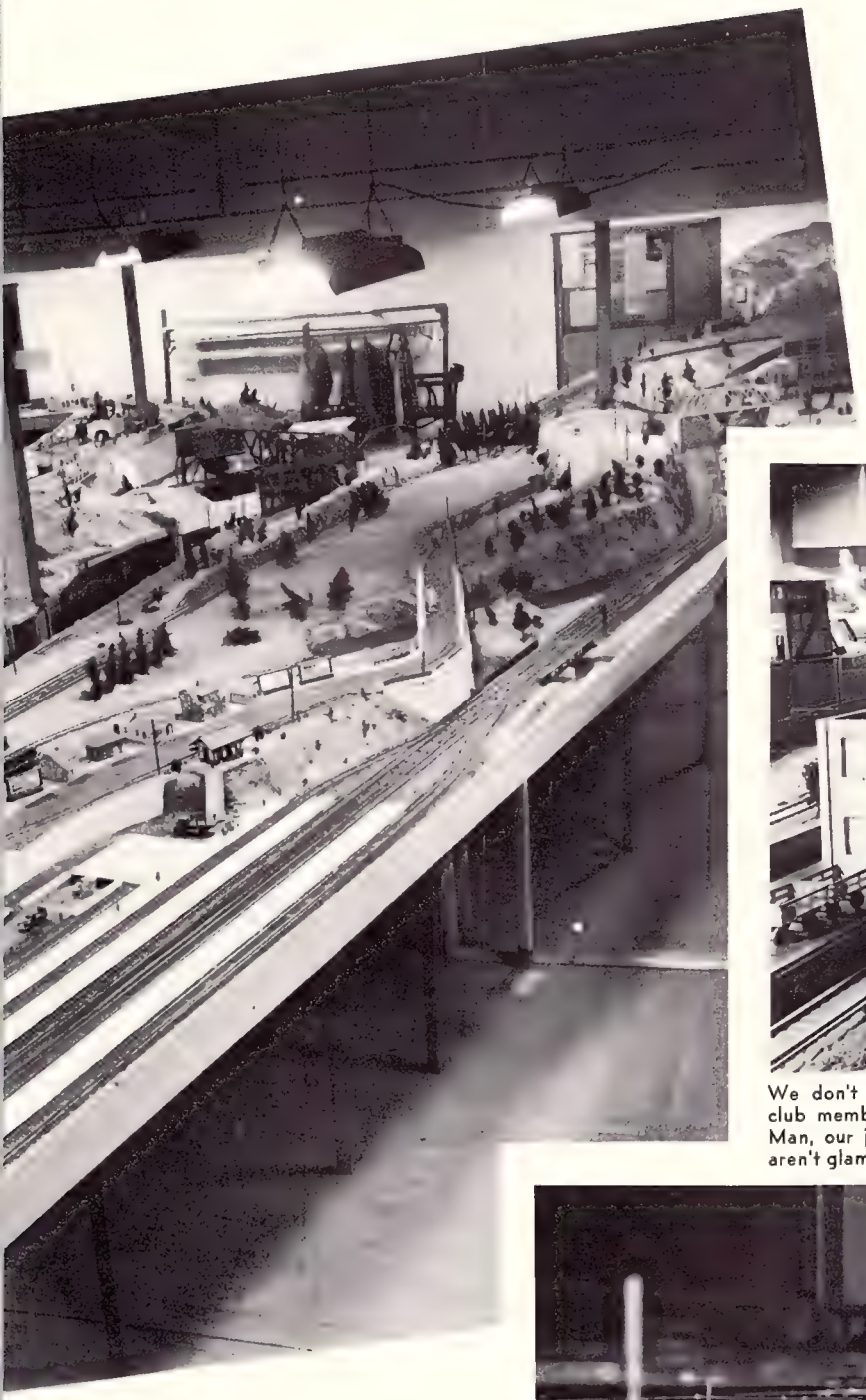


CENTRAL VERMONT RAILWAY

MAINE CENTRAL RAILROAD

All RMC readers are cordially invited to see the O and HO layouts of the New Haven Society of Model Engineers, Inc., at 90 Court Street, in downtown New Haven, Conn. It's open to the public Nov. 2, 4, 9, 11, 16, 18. Fridays 7:30-10 PM, Sundays 2:30-5:30 PM.

NH



We don't even stop at Leggettville, also named after another late club member. That's a passing track on the single track trolley line. Man, our juice jack is really clipping off the miles now. Those 0350s aren't glamorous but they're all locomotive. . . .

Then into the big station at New Haven, where we again take an electric car, operating M U, up the hill for an overall panoramic view of some of the route we've just travelled. . . .

HEAVY ELECTRIC

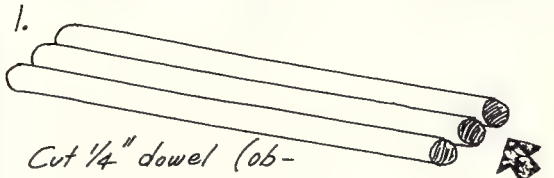
TRACTION TOPICS

by Bill Schopp

HANG YOUR OWN CATENARY

Measurements below are for HO gauge.

1.

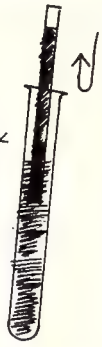


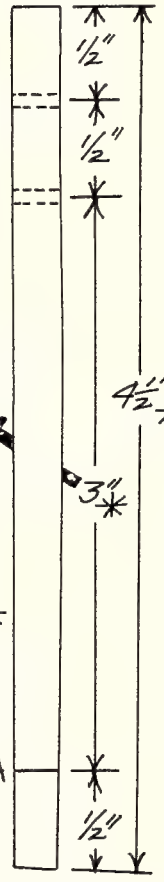
Cut 1/4" dowel (obtainable at any hardware store for 5¢ per yd.) into pieces of uniform length as required (see diagram at far right).

2.

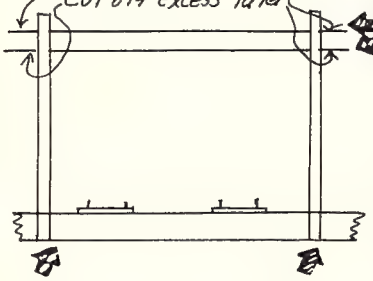
Drill 1/16" crossbar holes as required

3. Paint all poles down to ground level (line A) before using. Quickest way is to dip into test-tube of paint





* These measurements for Atlas track laid right on top of table. For Tru-Scale or plain roadbed, add 1/4".

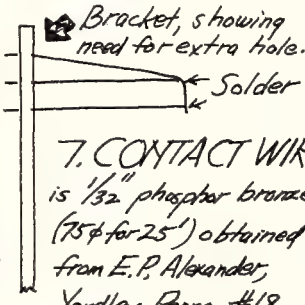


4. Cut crossbars overlength from 1/16" galvanized wire (get at hardware store), straighten, & insert in holes. Upper bars may be omitted until you want to install the upper or messenger wire.

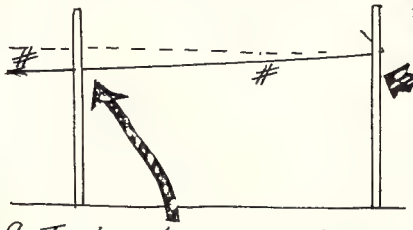
5. Push poles with crossbars into undersize holes in baseboard & secure with cement or glue. Use #1 drill in Homasote, or 15/64" in wood or plywood.

6. SPACING

Locate poles in pairs not over 12" apart. Over Snap-Track use track sections as guide. Single poles are feasible where there is no diagonal pull—or to replace pairs on already hung wire



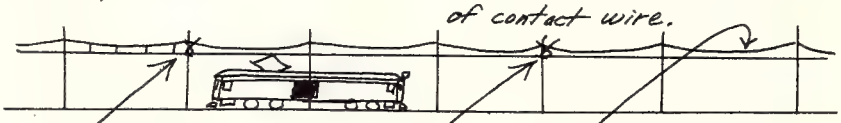
7. CONTACT WIRE is 1/32" phosphor bronze (75¢ for 25') obtained from E.P. Alexander, Yardley, Penna. #18 or heavier copper may be used if stretched to straighten & harden. On curves take advantage of "natural" curvature of contact wire.



8. Hook contact wire around crossbar over center of track; solder. Hold with gloved hand, at #. It is thus easier to work from right to left if you are right-handed.

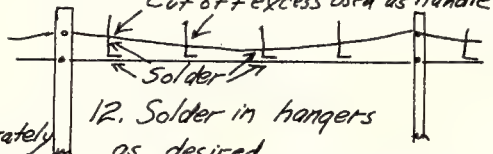
9. Touch contact wire and crossbar with flux, then tin both. Solder wire directly to crossbar, pulling taut first. Adjustments may be made later.

Check each suspension with actual pantagraph equipped car or loco. If it snags, file off excess solder.



10. Hang contact wire in lengths of three to five spans only. This makes adjustments and tightening easier.

11. Solder messenger wire to upper crossbars after single wire running has been perfected. This may be bronze or stretched copper.

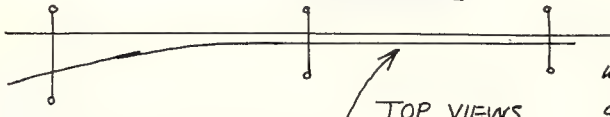


12. Solder in hangers as desired

15. WIRING

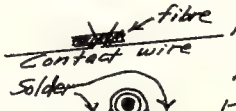
a) MUs & electric locos will run on overhead wire & one rail (or both).

b) Other loco may be separately controlled by 2-rail, if pantograph is "dead" & separate power pack is used.



TOP VIEWS

13. At switches, branch wire may be run parallel to main, or may be soldered to main line wire on same level as above.



16. Section gap if needed.

17. To insulate contact wire from crossbar, wrap bar with Scotch tape, wrap this with hanger & solder.

Crossing or slipswitch.

14. Try to keep crossings less than 60°. At 90°, wires must be kept at same level to avoid snagging.

c) Wires over different blocks need not be insulated if rails are gapped. Treat wire as "common rail."

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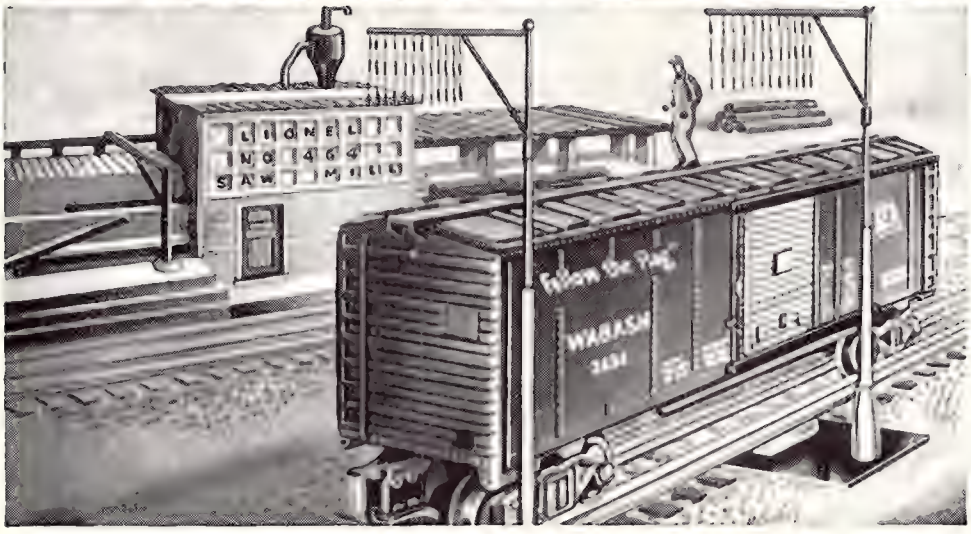

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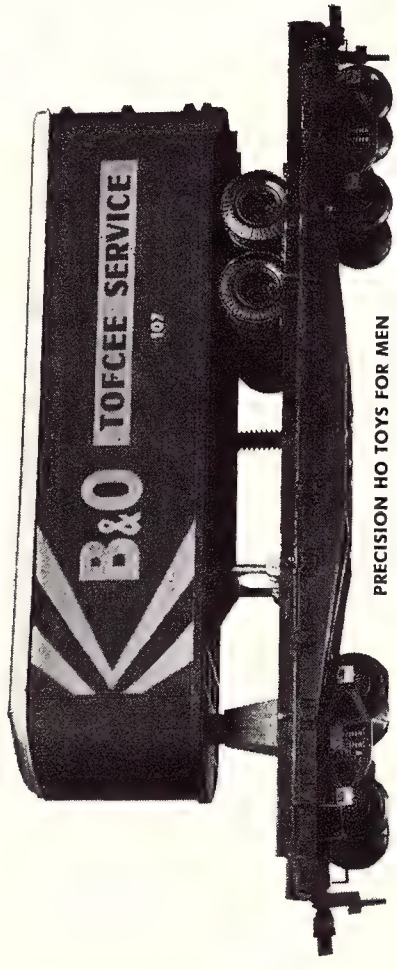

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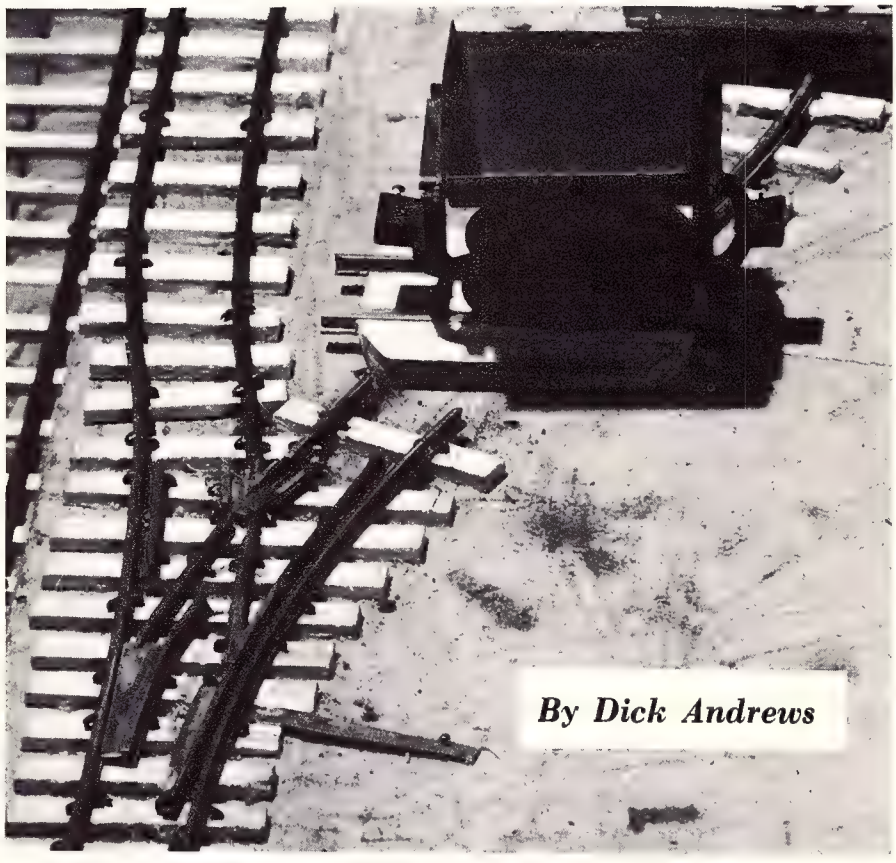


By Dick Andrews

Cottage Studio, Norway, Me.

FOR switches for our model tramroad, we can use any type that happens to appeal—regular "point" or "knife" type—as on most railroads; the older "stub" type—(trams used them all)—or we can lay a little single-pointer of the type that was only found on trams. Perhaps you will remember this type as used on street trolley lines. The principle is the same as the switch described here, except that the trolley rails were sunk into the pavement—while our switch here is laid up on ties in a regular railroad manner. We will not claim that our single-point switch is easier to make than any other kind—but it's no harder—and there is just one point to make. In fact, the number and extent of moving parts is definitely at a minimum, and we don't have to align two points!

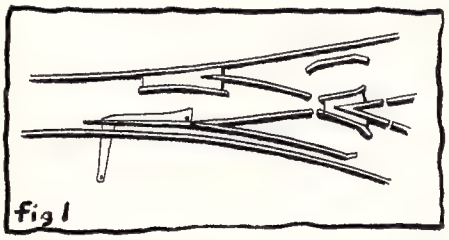
Switches are generally designated by the angle of the frog point (or angle of divergence at the frog). Thus a switch that parts two tracks at the rate of one foot laterally for every six feet of length—is a No. 6. The prototype railroads use more gradual turnouts on their main lines, but the No. 4 and No. 6 are most common in model railroading, as the more gradual the angle of divergence, the longer your switch will be. My On2 No. 6 stubs are roughly seven inches long to the frog point; to that has to be added the space necessary to get the two tracks far enough apart so that cars on both tracks will clear each other. The turnout track curves at about 36" radius. Hey! that hardly fits with our super-sharp radius tramroad set-up—and here is another virtue of our little single-pointer; it is pretty good at prying those tracks apart in a hurry. Our On2 tram switch here is only about 2½" long from point to frog point. It is really abrupt!

Never did figure the frog angle of it—perhaps around a No. 2—as I didn't start by making a frog. Instead, I started by laying the rails direct on a piece of homosote, spiking them down as straight track for a few inches—then leaving an inch or so unspiked—brought them into a 6" radius curve. It is now pretty easy to figure the angle that the frog will take—for the straight or tangent line

through the switch. Just lay a steel scale (rule) along to get that angle.

A regular model railroad switch using 2-rail electrical hook-up, is generally laid so that the frog, points, and connecting rails inside it, swap polarity as the points are thrown. If you have a right-hand switch and throw it from the turnout, then the left-hand point contacts the left-hand outer rail and takes its polarity from that—while the right-hand point—moving in away from the right-hand rail—is automatically insulated from it. Our single-pointer doesn't do that. The rails remain in contact due to the construction. Thus the frog would be literally crossed wires for a short—unless we insulate it 100% from the rest of the switch. This may seem added nuisance value; however it also means that all problems due to inadequate point contact are at an end.

One way to make your frog is simply to bring the straight rails up to either side of the curved rail; line them up; solder to the curved rail; and then cut the flangeway through the curved rail. This will look a little



rough but it will help get the alignment. The electrical gaps are cut after the alignment is obtained. Still another trick is to make the frog out of a block of hard masonite, cutting the crossed flangeways through it with a razor saw, and then trimming off enough layers from the bottom to bring it to rail height. This also looks a little rugged—BUT some of the old-time tram lines around coal mines had frogs of this type CUT OUT OF STONE! . . . Rough!

The mechanical action of a single-pointer is simple. With the point aligned for straight through running, you just have straight track. With the point moved over for the turnout—whoops! the wheel flanges come against its back edge and are horsed over for the turnout. Note in the drawing that the point is NOT a continuation of the straight rail there, as on a regular railroad switch. It's a continuation of a guard rail which runs on along the curving turnout rail to past the frog. This is the whole gimmick of the switch; the wheels have to come along for the turnout ride because they are "in the slot" between the turnout running rail and guard rail.

What looks alarming is what happens on the other side, as the wheels take the turnout. They come off the tangent rail, run on the edge of the flange along a plate, and then hop onto the other turnout rail! This looks rugged, but if you are using all the same type wheels with the same flange depth on all, then it can be perfectly smooth. For regular HO wheels and HO (code No. 100) rail—as I use for On2 and which would also be used for Sn3 as well as HO—a small piece of 1/32" thick brass will sit down in there on top of the rail bases and be just about the right height for a very smooth trip across. It is somewhat wedge shaped to fit the angle there, and a notch is cut at the wide end of the wedge to take the sharpened end of the inside turnout rail (or closure rail). When the thing

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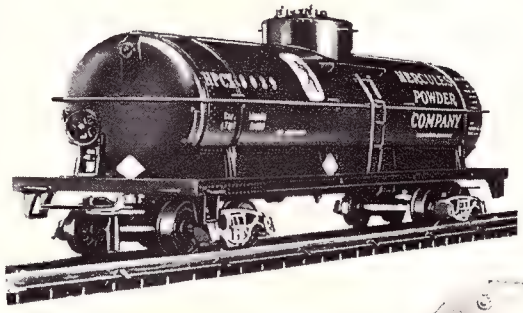

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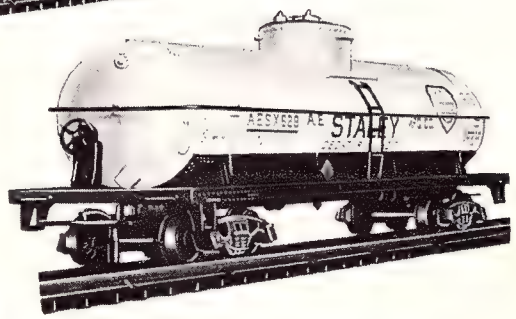

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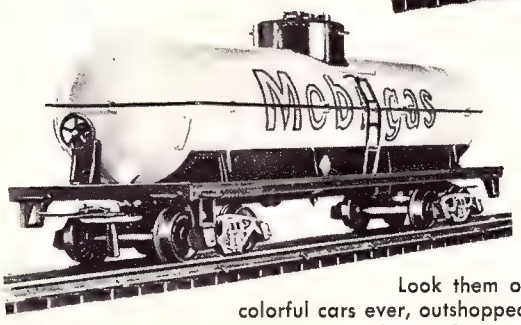

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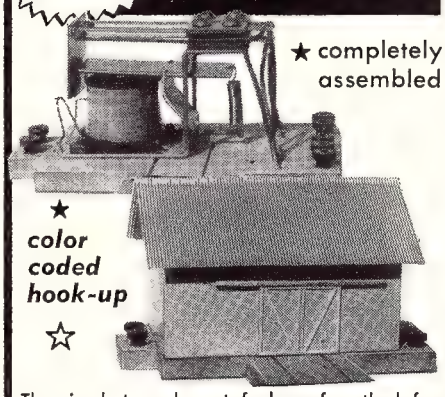

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fits together, tin with the soldering iron, assemble, and sweat her in. The wheels don't have any choice in the matter in crossing this plate; they are attached by the axles to the wheels on the other side which are in the groove.

What seems funny about all this, is that you'd think it was more important to have the outer rail a continuous proposition for a turnout curve, than the inner one. After all, the wheels press against the outer rail on a curve, particularly a sharp one. Well, I thought so myself and tried the single point on the straight side of the switch to put it on the outer rail for the turnout curve. Even though I knew the prototypes don't do it. The reason why came clear quickly—any slight rough spot is just that much worse for smooth action—when the wheels are pressing hard against that outer rail. But the guard rail (or check rail) along the inside rail—plus the single point itself—simply keep the wheels out of trouble along that outer rail and frog by holding them back.

How much of this thing have we got laid now? The two turnout rails, frog, the outer tangent rail, flange-bearing plate and backing rail—and guard rail — with the guard rail pulled a little forward to act as the point for the turnout—will tell us if we have the thing working smoothly for turnout alignment. DON'T worry about keeping dead on your regular track gage for the turnout curve. You might want to widen it a little to ease the action. You might also want to widen that turnout "slot" or flangeway a little too, to avoid binding the wheels. (The action of four wheels in square with each other — as on an 0-4-0T loco or four-wheel car, etc., is naturally like going up a curving stairwell with a big trunk.) What remains constant — is the distance of your guard rail away from the frog point or anything else it's guarding for. This is the whole gimmick of any switch, and only the more so on this one!

If the thing works smoothly for the turnout (by trying a car or truck) it is most of the battle, as a car or loco will tend to go straight on its own. Now slide the guard rail along under its spikes so that when you lay the edge of your steel scale along the inner face of the approach rail on that side, the corner of the guard rail just touches the scale. The inside tangent rail (or closure rail) is now cut to fit from the frog forward to this point, and is cut at an angle (and its base cut back even more) to fit in here. (Refer to drawing.) When this is right, it is soldered to the guard rail.

The point is now made to fit in there — one side of it a continuation of the tangent closure rail when the switch is set for the tangent — the other side a continuation of the guard rail when set for the turnout. The

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base of the turnout running rail is of course filed away to permit the point to fit tight against it. An old trick for getting a good sharp feathered point that's strong, is to bend the rail half way down before filing it to a point. It figures; instead of filing through the center of the rail and on out to weakness — you've bent the rail so that the prick of the point comes smack on the centerline of the rail where it's strongest.

I soldered my point to a bit of brass plate which acts as a "shoe" and stabilizes it laterally. Also, instead of joining the point to the guard rail, I drilled a small hole through the "shoe" right next to the back end of the point, for the pivot hole. This is a little off-center but works fine. A small wood screw will hold fine. A tab can be left on the shoe to work the point, as sticking out to the side of the switch. This would normally be at the tip of the point. For some reason I forget, I put mine at the "heel" instead. Works just as well. A spike will act as a stopper to the point as it is thrown "open" to catch the wheel flanges for the turnout.

A 2 ft. gage tramway I knew, used a block of wood to set these single-pointers; the block was simply dropped on either side of the point to hold it. A small ground throw stand such as the excellent MEW model would also do the job. With the addition of a regular short guard rail on the tangent side of the frog, your single-pointer is complete.

The methods we have used here may seem in some respects cock-eyed compared to regular turnout laying practice—but actually we have been in line with the really basic angles and principles of turnout work, and this is definitely a prototype tram switch for any gage of track. The trolley type varies only in that it is designed to fit into a surfaced street — in the trolley barn and yards, you'll be apt to find our switch out in the open. For our steam tram pike where we are getting real values out of super-sharp curves, these little single-pointers fill the bill for a simple, smooth-acting and fast parting of the ways.

Our tramway turntable IS a turntable! I have no evidence on the subject except the known fact that trams operated for centuries before the public carrier railroad came into its own — and small circular tables laid with tracks, made so as to revolve — were in use on tram lines often to take single push cars around right-angle bends in tunnels. Some years ago in Africa, I came on just such an arrangement in a mine. Similar tables were occasionally used to turn very small, light locos. Quite a different proposition from the long girder bridges which swap ends — as used for big modern steam locos — and our tram version comes closer to deserving the name.

Model railroad turntables are generally not recommended for any but the advanced practitioner, as it is a little tough to line them up so that either end meets any track. But that's on a table 12" or more. . . . Our tram table is exactly 1¾" long, and you won't get far iff in that length! I made mine simply by laying out the same material as used for my ties, and gluing together — then adding another layer going lengthwise with the rails, leaving spaces for the rails. The "pivot" is simply a plug of 1" dowel cemented to the bottom, which goes into a 1" hole drilled into the homosote base. You'll need this to take the spikes which hold the rails on.

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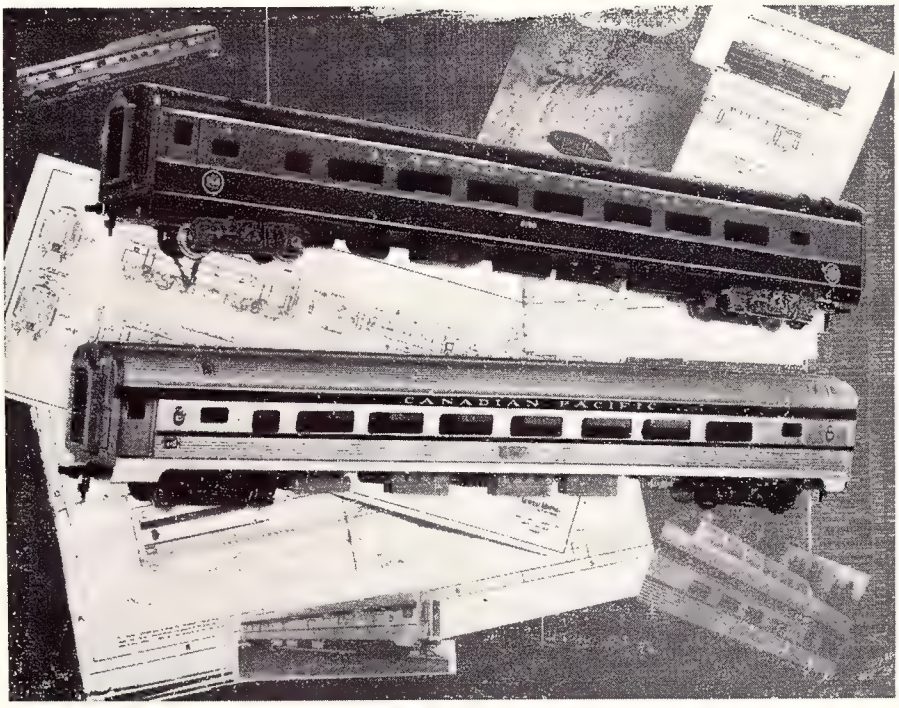

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MARCH
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Trolley Track Work—All Gauge
Principles Of Good Layout Design

APRIL
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ATSF Fuel Oil Supply—Giebner
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MAY
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JUNE
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DECEMBER
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Erie 135 ton flat car
I & G RR (HO), Bill Miller's
NYCRR Fire Fighting Car (O)
Hertz—The future of O gauge
Double Gauge Turnout

MARCH
SP Gerber engine house (O)
Frt. traffic at a cement plant
CNJ 0-8-0 camelback (O): Crater
Korean and Japanese models
NYCRR caboose (HO): Deutsch
Lights and chickens: Crosby

APRIL
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1915 gasoline loco. (HO)
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Abbottsville & Western RR (S)
Gay Nineties Stations
Foldaway layouts

MAY
RMC Layout No. 2
Poultry car (HO): Miller
NYCRR Caboose: Part 3
Trestle bridge
J W Bowker in HO
Retaining Walls

JUNE
Semi-well pocket flat car (HO)
Vinegar Valley Lines (HO)
Freight Station: Brunger
Model Carrying Case
J W Bowker (Part 2)
NC&StL K-2 Pacific (O)

JULY
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Little Louis 0-4-0 (HO): Schopp
Planning a model rr: Martin
Double slip switch in HO
4-4-0 from C P Huntington (O)

AUGUST
100 years on th Erie RR
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DECEMBER
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FEBRUARY
Protostory: Bronx Frt. Terml.
Bumping posts (O)
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Using electronic control
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American Flyer Wide Gauge

MARCH
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NKP Also and BLW diesels (HO)
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SOU & EREX Hopper car plans ($)

APRIL
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Modeling Culverts: Dance
Trolley Express Car: Long Valley (O)
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GN EMD pass. diesel ($)
Virginia & Truckee 4-6-0 No. 26 (HO)

MAY
The Panama RR (protostory)
CNJ No. 1000—the first diesel
Modeling Culverts: Dance
50 ton dump car ($ Plans)
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DL&W 4-4-0 No. 988 ($ plans)

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CNJ first diesel—Part 2

JULY
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EG atlantic in HE (1/16) Gauge
Economy motor truck: Long Valley
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MKT Caboose (HO)—Austin

AUGUST
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Truss bridge: Dance
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USRA 4-6-2—Part 3
CNJ early automatic signal (O)

OCTOBER
Venango Northern RR—Livingston (HO)
CNS&M B-B-B-B—Soverel
Rdg 2-10-2 (O)—Crater
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HO Steam motor car—Schopp

FEBRUARY
Building a 4-4-0—Dance (HO)
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Getting started: Barkeley

MARCH—OUT OF PRINT

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CNR 4-8-4—Data and S plans
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MAY
Here comes the circus
Fully automatic turntable (HO)
Canada Great Western Ry (O)
Official Car—Part 3
N&W 4-8-4—Part 3
4-4-4 Live steamer—Part 4

JUNE
Model RR That Folds Up
Alco 1000 hp switcher (HO)
Mt. Tamalpais & Muir Woods RR
Quartering device for drivers
Pickle car (O)—Bartholomew
Two power wiring circuits

JULY
RR That Folds Up—Part 2
Helium Tank Car—Bartholomew (O)
PRR G5s 4-6-0—HO Plans and data
Remote control pantographs
4-4-4 Live Steamer—Part 7
Weathering model equipment

AUGUST
California models and prototypes
Modern home modeled in plastic (O)
ATSF 4-6-2—Plans and data (HO)
Live steam review
SP Box car; PFE Reefer (HO)
4-4-4 Live steamer—Part 8

SEPTEMBER
Modeling from Photographs
Modern home in plastic—Part 2
Express reefer (O)—Austin
Small frt. house (NYCRR)—HO
CNJ 0-6-0 camelback (O)—Crater
Disappearing apartment railroad

OCTOBER
B&M gondola in O gauge—Austin
Control of model trolley lines
Oakland Antioch & Eastern Ry (Ot)
BLW 1500 hp diesel road switcher (S)
Interlocking towers
Live steamer information

NOVEMBER
Electronic control: J. Nixon
Stanton Central RR—British OO
Gingerbread to age your buildings
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Flag stop stations in Indiana

DECEMBER
1892 Union Line box car (HO)
United Electric Railroads (Ot)
4-4-0 camelback—CNJ (O)—Crater
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Transfer Table (⅛")
Soldering made Easy—Austin

MARCH
Trolley street sprinkler (O)
CNJ Inspection engine—Part 2
Bill Schopp's Memoirs—Part 4
Gas Electric (HO)—Carstens
NYNH&H 0360 electric loco (S)
NYNH&H caboose (S)

APRIL
GE 0-4-4-0 Elec. Loco (O)—Austin
Long Island Model Railroad (O)
Getting Started, John Barkeley
Fuel Dealers Yard—Crater
Bunk Car, CNR (O)
Wayside Station (O)—Schopp

MAY
GE 0-4-4-0—Part 2
B & O O gauge layout
Using the watchmaker's lathe
BLW 2000 hp double end diesel (O)
The tools needed for model ring
Vertical twin cylinder steam engine

JUNE
GE 0-4-4-0—Part 3
BLW (CN) 2000 hp diesel—Part 2
Third Rail Shoes (O)—Long Valley
Arched roof mu cars(HO)—Carstens
DC 12 and 24 volt power supply
Basic layout designs and framework

JULY
GE 0-4-4-0—Part 4 (O)
Automatic wyes for street Rys.
Basic electrical principles
New York Ontario & Western Ry.
Streamlined cars (O)—Crater
O gauge pile driver

AUGUST
SP 0-6-0 (HO)—Austin—Part 1
Ice trolley and line car (O)
Streamlined diner and coaches (O)
5 basic trolley poles (O)—LVERY
CNJ 2000 hp BLW diesel (S)
CPR 3 door baggage car (HO)

SEPTEMBER
SP 0-6-0 (HO)—Part 2
Trolley pole bases (part 2)
Train of Tomorrow loco.—HO
Whitcomb diesel in HO—freelanced
Observation car (O)—Treat
CV snow flanger (HO)

OCTOBER
SP 0-6-0 (HO)—Part 3
Bellows Falls, Vermont (Protostory)
Train of Tomorrow—cars (HO)
Express cars (O)—Crater
G&D 2 stall engine house—John Allen
Correct freelancing—Bill Hoffman

NOVEMBER
G&D Engine house (HO)—Part 2
SP 0-6-0 (HO)—Part 4
Train of Tomorrow—conclusion
Turntable for HO—Bill Schopp
Electric Trolley Locomotive (O)
TT water tower—Healion

DECEMBER
4 comp. Pullman Observation (O)
Elec. Loco. (O) Part 2
NYS&W Little Ferry Terminal
G&D Engine House—Part 3
BLW 3000 hp diesel for SAL (HO)
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Kemtron Dockside shifter creaks up the rickety old ramp on the Pontypool Coal Company as coal is being dumped into the waiting trucks.

Below is helicopter view of the rugged area of the H&M. Mountains are made of Permascene, commercial scenic mix painted with Floquil.

THIS month in place of our usual page of TT news, gossip and what have you, we are giving a photo report on progress on our own "baby," the "HUDSON & MOHAWK" RR. so from here on in we hope you will pardon us if we drop the editorial "we".

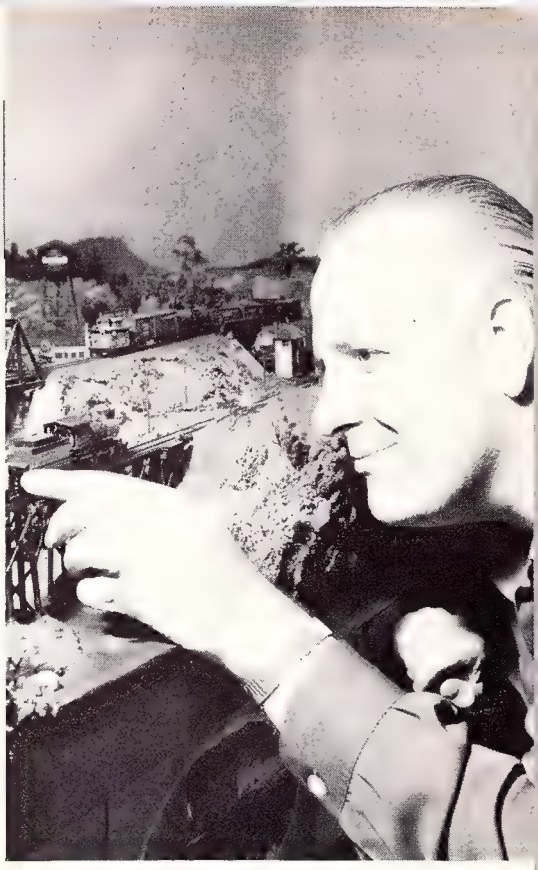
Several years ago I read with interest about a pike built by two fellows on the west coast. I admired their handiwork, but sneered a bit at the idea of two years work! "Huh," said I, "how can two guys spend two years building a 6'x10' layout?" Well, gentle reader, *I found out* . . . o.k. so there were two of them . . . but that was SIX years ago and I'm not done yet . . . and my rolling stock is darn small! As any of you that have built a layout know, laying track can be difficult at times, but it's quick using milled wood roadbed. Wiring was not too hard, as I kept my setup pretty simple.

THIS IS TT GAUGE

By Glyn Lewis

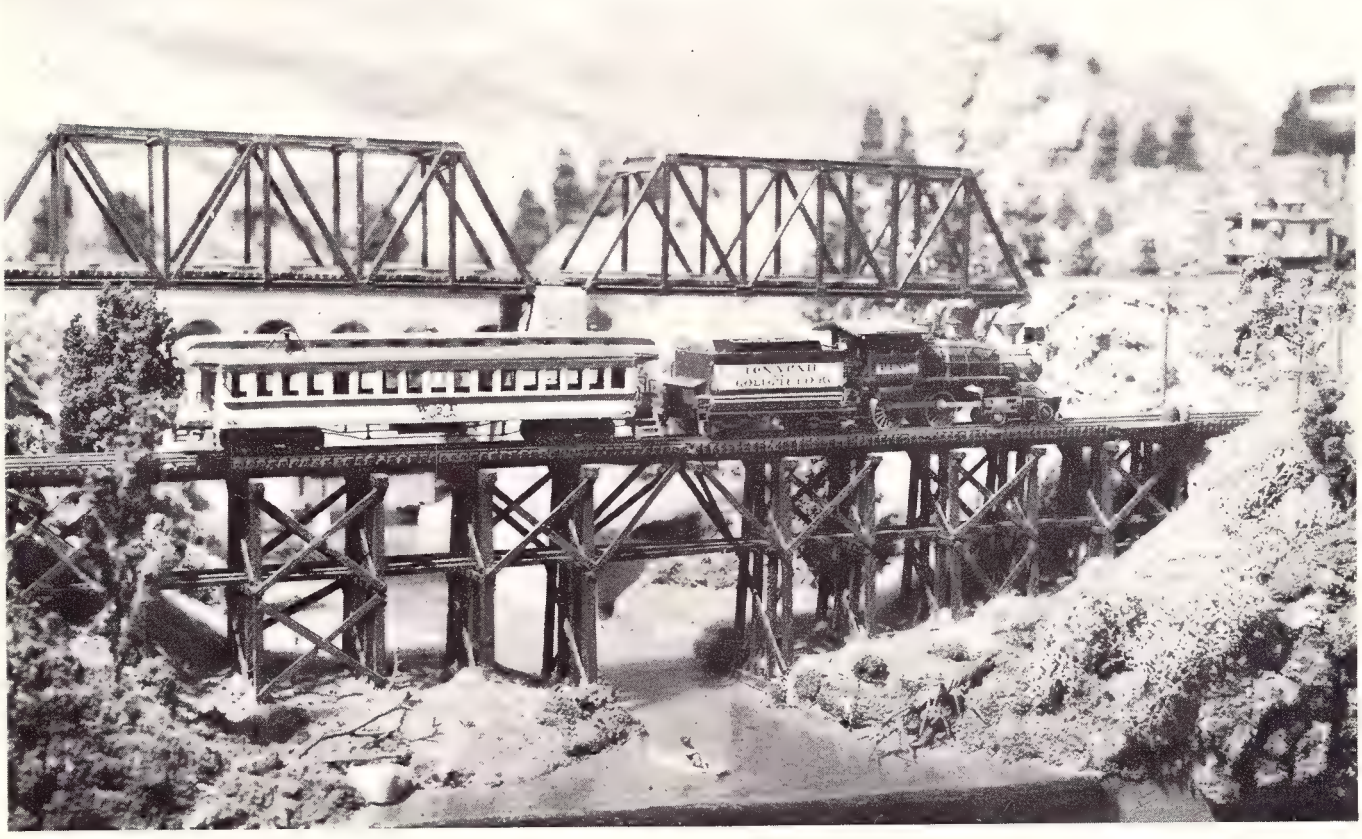
Then came the part I had looked forward to . . . scenery! The supports were built and window screen tacked in place. The patching plaster was worked on and in a short time there were mountains. Sure all very easy, and the pike not even a month old! But when you get to the detail . . . ah! . . . there's the time consumer! Hills and valleys were painted brown with a flat light brown paint, later green enamel was brushed on where I figured the grass should be, "grass" was flock (rayon fibers about 1/32nd or 1/16th of an inch in length) in shades of green, yellow and brown. Roads were laid out, bridges went in . . . a wood trestle, a Pratt truss bridge, a stone arch and a plate girder. The tunnel portals had already been installed. Embankments were built up, retaining-walls built, the pike was now about three months old.

A few structures were next to go in. Of course all this time I was running my H.P. Pacific and the Tiny Tim with a couple of cars. For a while I got deeply involved with some more scratch built, completely detailed structures. Somewhere along about this time I also got tied up doing a bit of designing for a car kit (TT of course) manufacturer. This TT col'm was under way . . . and mail started to take up quite a bit of time . . . When I did get at the layout it was to go back and start to scenic it inch by inch trees, rocks, shrubs etc. After a while I got working on rock strata outcroppings. A small (2'x4') fully scenicked TT layout claimed a few weeks of my time. In the six years I have built or had a hand in building five display pikes. Well there was some more designing and the mail was getting heavier . . . bless you all! Little by little the pike began to take shape . . . with a few minutes here or most of a day once in a great while. About a year ago I decided to add an L shaped extension to handle the yards. A few months ago it was a "waterfront." During the summer I got to work on the town. Many of you, I suppose, would call me an erratic builder, and I am, but I find that it all seems to stay more interesting and "fresh" when I change my direction now and then. Of course this means that a great many things are yet to be finished, but little by little they are being completed and before long I'll



This is the big guy who plays with little trains. Glyn Lewis is an artist by profession, and has turned out many magazine cover paintings.

Oldtime American locomotive built by Bill Healion, of NBC television, has super detail. Car is scratch built, is bright yellow with scrolls.



ABOVE: High level twin truss bridges dwarf the old wooden trestle in foreground. Coal drag offset hoppers are from Kemtron Kits.

BELOW: Aerial view of mountain at West end of layout shows excellent scenic treatment. Plenty of trees create a natural forest look.

be able to concentrate on car building, and finishing half a dozen locos I started some time ago.

In the course of scenicking I have used the following items . . . Patching plaster, Celotex, plastic wood, Perma-Scene, chopped cork, sawdust, sand, Flock. Lyken, Foam rubber, sponge rubber, stones, twigs, flat paint, enamel, Gallons of Floquill. Cinder fill, Liquid Ballast (Tru-Scale product). Over 200 trees, yards of Northeastern strip wood, plastic cardboard, paper, match sticks, pins, charcoal, cigarette ashes and dirty Dio-Sol . . . the last three named for "aging" structures etc.

Personalizing The Pike

The RR needed a name . . . eventually hit on the Hudson and Mohawk to suggest a New York RR that might serve that area . . . and too there had been a real RR, swallowed up by the NYC, called the Mohawk and Hudson . . . The name of the town Lymebrook came from the two towns where Betty (Mrs. Lewis) and I honeymooned, Old Lyme and Saybrook, Conn. Carrying on with this idea, all the businesses are named after real people, relatives mostly. The sign posts point to places that have some real life connotation, places I have lived in and served in during WW 2 . . . The little red and white house near the main line is a 1/10" scale model of the house owned by our friends Rod and Joan Rahe on a little island in the "Thousand Islands," where we have spent some very happy days. The Pontypool Coal Co. is named after my Pop's home town in Wales (where coal is not unknown) The Tyne Paper Products Co. gets its name from the river that runs through my birthplace, Newcastle-upon-Tyne, England. A sign advertising the bill at the Empire Theatre mentions my wife's Mother, Father, Grandfather and Aunt in plays that they did appear in . . . and so it goes with the Neve Hotel, (Mother's maiden name) the Crawhall Wood Box Co., Pritchard Foundry, etc. etc. The local bus line is the Nobadeer Bus Co., named after a place in Nantucket (our favorite vacation spot) and the room we have had for the past 3 years at Tom and Josephine Devine's delightful Overlook Hotel on the picturesque Faraway Island. This is my "gimmick," and it is lots of fun to see someone, often with the aid of a magnifying glass, because the name on a TT mail box can be pretty *small*, find a name that has a personal association for them. It's what I call a "personalized pike."

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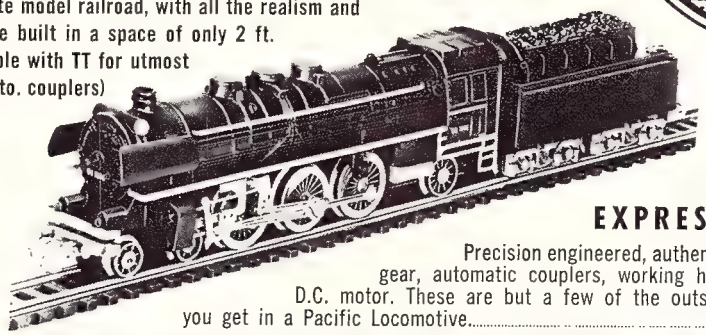

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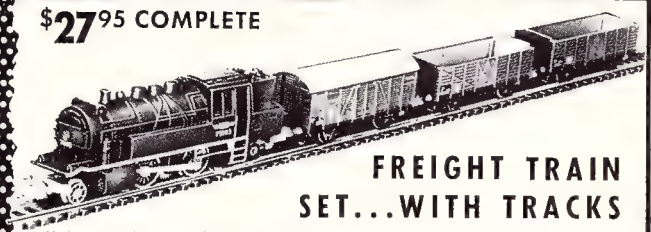

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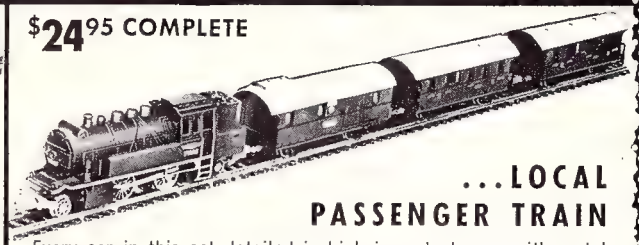

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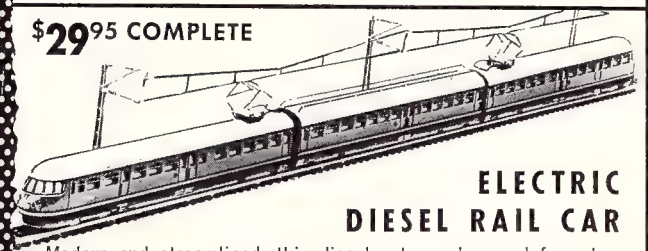

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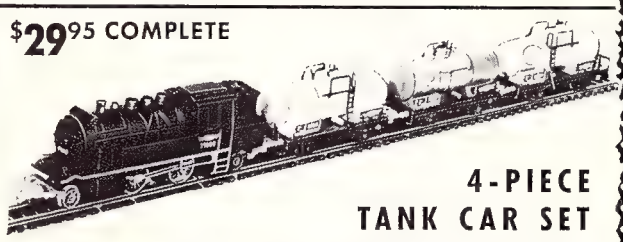

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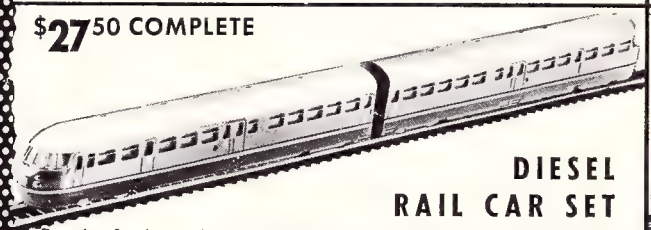

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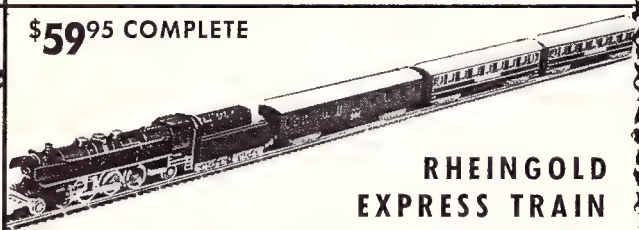

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THE H & M

THIS IS TT

All the structures shown are scratch built, with the exception of the 4 and 5 story buildings in "town" which tho' using Aristo kit parts are "free lanced." All buildings are, or will be completely detailed, the signal tower has an operator, with desk, chair, pot bellied stove with coffee pot, coffee cup (half full of coffee) and ash tray *with* cigarette (no filter). Trucks shown are stock and modified Matchbox Series. The bus is scratchbuilt (from a Hal Carstens HO plan) and has a driver and passengers. Tugboat is by Revell (and is TT!), the cabin cruiser is an Ideal plastic kit (it's TT too).

In the billboards I have tried to use the nationally advertised products that are seen displayed everywhere, Coca Cola, Heinz, Wrigley, etc. These signs in full color come from two sources, the Lionel catalog (they show miniatures of their O gauge signs that are just dandy for TT!) and from Advertising Agency mag. (Standard Outdoor advertising Co. runs ads with a small reproduction of a billboard . . . *perfect* TT!) On the wood fence along side Lottie Gibson's boarding house (did you see Shirley Booth in "By the Beautiful Sea?") is a Circus poster, I felt that no slice of the American scene was complete without a tattered circus poster . . . It was made by having a newspaper ad reduced photostatically and then coloring it with watercolors. Now that it seems as if the "Big Top" will join the steam engine in limbo, I'm glad I can preserve the spirit on my pike. As for the photostatic process, many of my signs have been made in this way.

Weathering is Important

I have always been strong for "weathering" and aging my structures, as it seems to me to give a more realistic and less "toy" appearance to a model layout. However I did want a legitimate reason for a spot of color, so I put in a Swift branch house. The Swift Company keeps their reefers, trucks and buildings a clean, bright, well painted red, so we have a Swift plant, built up from illustration board, painted with Floquil "Caboose Red." The

UPPER LEFT: Long shadows and no traffic in a typical early morning scene at Lymebrook. Plenty of signs and extra detail enliven these otherwise simple imported plastic buildings.

CENTER: Mohawk & Hudson Atlantic rolls easily out of one of several long tunnels on the line. Forest is sponge rubber, lychen, flock.

BOTTOM: Plenty of activity here on the outskirts of Lymebrook. Note how the figures and signs add life to railroad. You can do it too.

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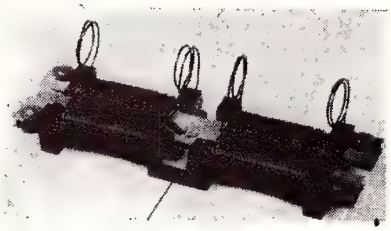

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ROBERT McMINIS
221 Ralph Street **Belleville 9, N. J.**

THE H & M

Lumber mill in center of layout receives a trainload of big log cars. Factory is scratch built, as are most of the smaller buildings. Operation of TT gauge is much like that of HO gauge.

large name on the side is a Champ decal from the O gauge Swift Reefer set. I am at present building, or rather rebuilding a couple of Matchbox Series trucks into Swift trucks. All I need now is a Swift reefer and ALco may solve that problem soon. Gandy Dancer has some cast cows, "butchered" with a saw or soldering iron and when painted with white and a little red these will become "quarters of beef". In the future I hope to have an interurban line running into Lymebrook. The track is in place . . . but that's another story . . . There are three different kinds of "water" on this pike . . . tempered Masonite painted with olive drab aeroplane dope with a dozen coats of clear dope, wavy glass, and rippled plastic. I feel that they all have their merits, but may I advise . . . NEVER try real water! "P U!"

For shrubbery I have used a lot of green sponge rubber, pulled apart and glued in place, this used to be a favorite of architects, but does not seem too common with model rails. Love Lyken . . . but DO wish it wouldn't fade, awfully annoying!

The "statue" in the little park is an HO figure, the larger scale makes it realistically "heroic." The cannon are available from Gandy Dancer.

Well, it's taken a long time to get this far . . . and it's not finished yet . . . I've had a great deal of fun and satisfaction building it . . . with more to come. When it's finished? Then I can get to work on some really detailed rolling stock and locos . . . looking forward to that.

In conclusion let me say, TT for me! I feel it has given me a chance for a certain amount of realism in a limited space. I don't find it difficult to build in this scale, although detailing may be a bit more exacting, I've never used a magnifying glass . . . my main tools are a single edge razor blade, tube of cement and a pair of tweezers. So easy to scratch-build in TT because even a mathematical dub like me can change 40 feet into 4 inches! For the kit builder there is a wide variety of car and loco kits, and all the scenic items he could want. In structures the line is growing.

Next month we will return to the usual TT page, and unless you guys get "on the ball," you'll have to look at my 35 mm pictures.

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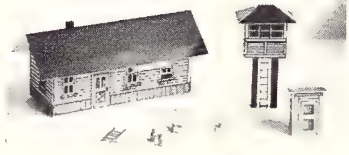

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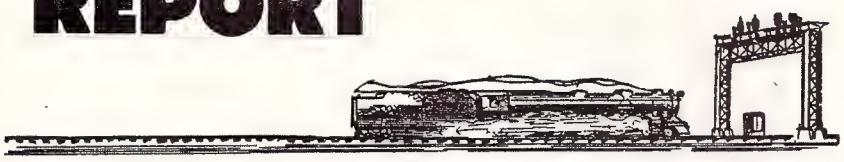
DISPATCHER'S REPORT



NEWS ABOUT MODEL RAILROADING

Railfans in Roanoke

We joined 92 other assorted railfans and railfanettes over the Labor Day weekend on a 3-day fantrip to Roanoke, Virginia; the Star City of The South. That Star shined over the Railroad Enthusiasts, Inc., too, since the weather was perfect for picture taking and railfanning. We had a real ball watching those A and Y classmallats and articulateds doubleheading 150 car coal drags through town and over the hill at Blue Ridge; quite a different sight from the diesels that most of the Easterners have become accustomed to during the past five years. Roanoke's N&W Shaffer's Crossing Engine Terminal is still 100% steam and should remain so for at least a few more years; possibly longer if the experimental Jawn Henry steam turbine proves successful.

We were greeted by a group of NRHS members from the new Roanoke Chapter, many of whom are HOers . . . John Killoran, of Lewisburg, W. Va., gave us a pass for his HO Greenbriar Central . . . Discovered that the Baker autocoupler is the pet coupler of many of the builders in the West Virginia area.

Also on the trip were members of the Bay Ridge Society of Model RRers, New York Society, and others. For us it was a busman's holiday and a pleasant one.

New Roanoke car building shop of the N&W nearing completion will up N&W new car production from 12 to 18 a day at Roanoke. Most of their production is for hopper cars of which they need plenty . . . Great Northern another road using big lettering on box cars . . . B&M has another new boxcar color scheme, also blue . . . Wonder sometimes why model builders don't model the real streamliners the way the real railroads run them. Southern's Tennessean is a hodge podge of Southern and N&W equipment; mixed streamlined, standard, and modernized. Head end cars from still other roads. Many railroads now operate pool trains with cars coming from several roads and they really mix up the color schemes. Today you'll see SP cars on the NYC, Pennsy cars on Los Angeles bound trains and dozens of other similar situations. It puts color into trains that might not otherwise have color.

The problem of having lots of model locomotives painted and lettered for a number of different roads is still a problem for many. Solve your problem by visiting one of the big Union Terminals, operated by a Terminal Company, such as Washington Union Station. Portland Union Terminal, Chicago's Dearborn Station operated by the Chicago & West Indiana RR., and the St. Louis Terminal R.R. Asso. In each case mentioned a small term-

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ALL BRASS FULL SCALE LENGTH
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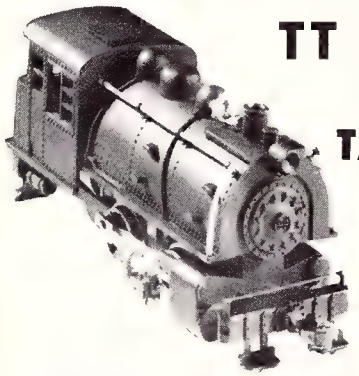
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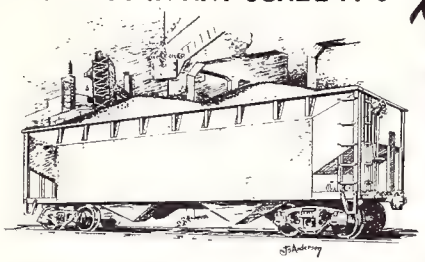
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inal road does the bulk of the switching and train makeup work. Sometimes they even run (or ran) passenger trains of their own, usually locals or commuter runs. In other instances a railroad operating a terminal will grant trackage rights to one or more railroads for some consideration or legal reason. As a result, you'll see Reading and B&O trains come into the Jersey Central Station at Jersey City. And before long, you'll see Erie trains using the Lackawanna's Hoboken terminal. (And because the Erie is moving to Hoboken, the Post Office had to expand its facilities. And because the P. O. had to expand, the N. Y. S. M. E. had to move).

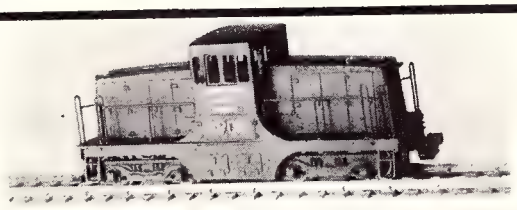
Tinplaters

Keep meeting tinplaters around the country who razz us and scale modelers in general because of our "Holier Than Thou" attitude. They have a strong argument, too. Many tinplaters have year round operating layouts which many scale boys don't have. Most tinplaters use operating knuckle couplers. Many build their own equipment, at least rolling stock and we know some scale boys who buy theirs ready to run. Some tinplate layouts are tinplate only in the sense that the owner uses an inside third rail track, which may be T shaped on wood ties, if he uses Gargraves track. And the tinplaters say that many of us are tinplaters anyway because we run shorty passenger cars just as they do. Could be they are right. Anyway you look at it, we're all in the world's greatest hobby . . . Did any Swapper readers buy or barter for that 1922 Model T Beachwagon offered in this month's issue. Paint the thing bright yellow and cover it with those big railroad heralds. Man, that would be living! . . . More than one hobbyist has been as confused as the hobby magazine copywriter who wanted to know what an "English Yardbird" was. The answer, of course, is an HO model of a Pennsy A-5s 0-4-0 switcher as built by John English & Co. Many newcomers thought English trains were built in Great Britain. They're actually made in Morrisville, Pa., and the confusion is a main reason for now calling the train line the "HObbyline." Now you know . . . We wonder, will O gaugers also succumb to the trend of giving kit engines cute names . . . We know of a terrific opening for an experienced retail shop salesman in one of the country's leading hobby shops. Position will lead to co-manager for right party. If you qualify, can move and are interested, write "Salesman," c/o Dispatcher, Railroad Model Craftsman, Ramsey, N. J. . . . Who built those beautiful scratch built S gauge articulateds everybody is raving about? Virginian prototype.

We sometimes chuckle at our early days in HO. Some of the O gaugers thought we were stark raving mad at trying anything so small. It was fun building those early cars and engines and we hope that the thousands of newcomers in the hobby buying trainsets will quickly learn of the thrills that comes when you build your own.

. . . Sometimes we feel that there is a tremendous chasm separating HO and O and yet we know that there is little difference to the oldtimers who eventually build equipment in sev-

NEW VISTAS
FOR SHORT LINES SMALL LAYOUTS



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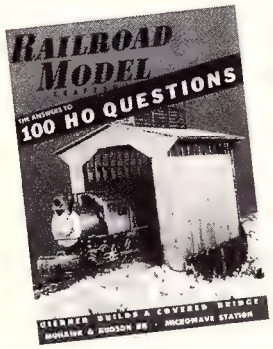

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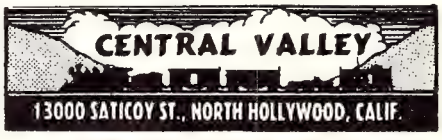

eral gauges anyway . . . How about the president of Greyhound Buses saying that railroad passenger business will be a dodo in ten years? At that, the way some of these financiers are playing with railroad property, they seem to prefer making money selling scrap metal than selling good fast economical passenger and freight transportation. When did you last take a train trip?

Bored with television? Like to get out with the guys once in a while? Join a model railroad club. Lots of fun . . . Shocking the way some of the clubs have to rip up their layouts because their lease expired. Wish more clubs would buy their own place. York, Pa., and New York Society are two that found out the hard way and then did something about it.

Thing that impressed us most with HO when we started was something that is getting to be a rarity in HO. We couldn't get over the sleek, beautiful length of those 85 foot passenger cars. Many modelers can't use 'em because they should have at least 30 inch radius curves, although they can take 24 inch curves.

Now there is a song about Trains Running Through The Middle Of The House. Sung by Vaughn Monroe, who some publicity people claim is a real gone model rail . . . Cliff Line is going out of business. We expect that someone may pick up the line before long. Owner Cliff Roth now doing model work for the Hollywood Studios . . . Bowser is also giving up the manufacture of HO motive power but will maintain parts and service for at least two years. Bowser engines were among the best for detail and smooth running although the articulated was definitely not for the beginner . . . Those LW Model work cars still amaze us for the detail that has been packed into them. They are Pennsy design but suitable for almost any road. Available in several colors: grey, red, yellow . . . Model Tramways has a new single truck trolley locomotive that turns on a dime. Makes up into a nice workcar without much effort. Model Tramways has the biggest selection of HO street railway equipment offered. Others with HO trolleys include: Walthers, Mantua, Pennsylvania Scale Models, Suydam, International, and soon, South Shore Distributing.

Pacific Fast Mail has a new F-9 diesel A unit with C&O lettering. It's bright blue and yellow . . . Almost simultaneously with Binkley's HO B&M boxcar, Mantua has come up with a similar kit and it'll also be offered ready to roll under the Tyco banner . . . All Nation's new 1957 O gauge catalog is ready. Has over 2,000 O gauge items listed and we've been assured that all of this material is available.

Tootsietoys, which still have a great popularity among the hobby fans for use on layouts, now being packaged in Visqueen polyethylene bags.

S AND HO
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All standard lines in stock. Send stamped envelope for Bargain list. State gauge.
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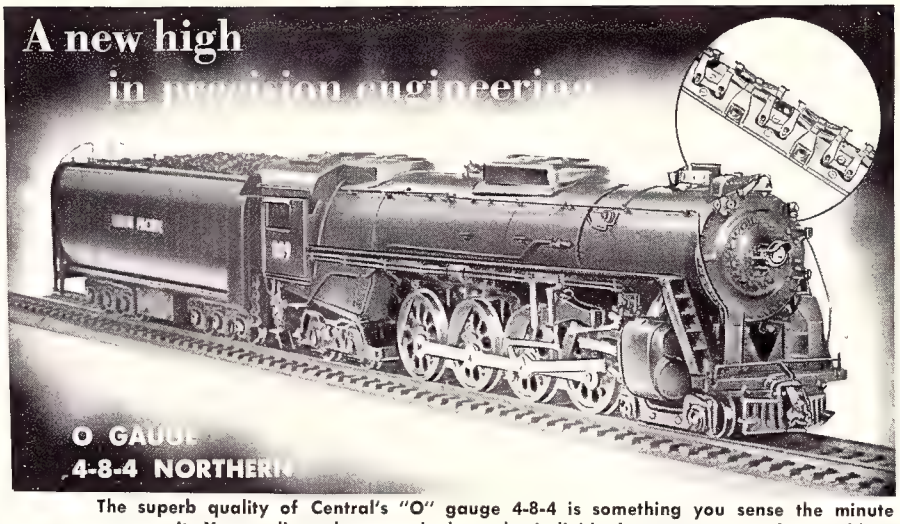

The superb quality of Central's "O" gauge 4-8-4 is something you sense the minute you see it. You realize when you look at the individual components and assemblies, such as the silver-soldered super-structure, and the fully equalized drivers, that here is a kit engineered for perfection in every detail.

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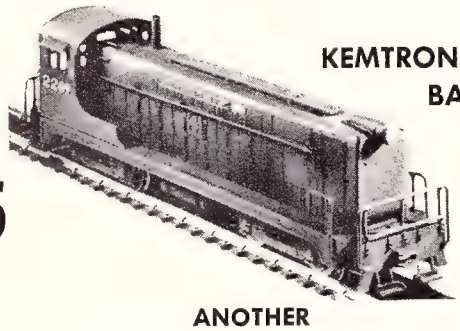

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TRADE PASSES

B & O SHORTLINE R.R.: Ronnie Brothers, 337 W. Glenaven, Youngstown, Ohio.

ROARING RIVER TRACTION CO.: Richard S. Holt, 107 Bartlett Ave., Belmont 78, Mass.

NORTHEAST & WESTERN R.R.: Stuart J. Malkin, 126 Walnut St., Bloomfield, N. J.

VALLEY VIEW PUBLIC RY.: Gene Pritchard Jr., 404 Vine St., Perkasie, Pa.

EVERGREEN & TOAS RR: S. F. Watson, 6307 W. Maple, Everett, Wash. Wish to correspond with teenage Model Railroaders. David Neelon, 10 Tavern Rd., Waltham, Mass.

PEARL RIVER VALLEY RAILROAD: C. H. Johnson, Jr., Box 304, Conshohocken, Pa.

COMMERCIAL

CYCLOPEDIAS — 1930 Locomotive $35. 1926 Railway Engineering Maintenance $10. DC Book Service, Box 122, Columbia, Missouri.

NOT MANY LEFT: Larry Sagle's fascinating book "What Makes A Locomotive Go." Tells in easy to read style the driving power behind the steam locomotive. Used to sell for $2. Closing out at $1 apiece. Don't wait. Penn Craft Books, Dept. W10, Ramsey, N. J.

DEALERS, COLLECTORS, and others who do not qualify for free SWAPPER COLUMN ads are invited to place their classified ads in this section, thus cashing in on the tremendous readership interest that has made this the biggest column of its kind in any model railroad magazine. Deadline for January issue Commercial ads, November 10th. Please note that we cannot guarantee to place free Swapper ads in any specific issue. Rates for Commercial Classified ads: 20c per word, payable in advance. Count all numbers and initials as words. Sorry, no box service.

BUY, TRADE, SELL

TRADE: German Edinex 35mm camera; 2.8 lens, 1/200 speed, range finder, flash attach. Want 4 Lionel Madison, Manhattan, or Irvington O ga. pass. cars, or any Lionel 0-6-0 switcher except 203 or 072. Make offer. Gary Allen, Sigma Chi Frat., Stanford, Calif.

SALE OR TRADE: 10 pr. All Nation wood reefer sides & 5 Athearn box car kits. Want Athearn steel reefer kits, would consider other O ga. items. Chester R. Anderson, 63 Clifton Ave., Brockton 28, Mass.

WANTED: Mantua 0-4-0T Busy Bee, Goat, Belle, Mogul, or Camelbacks—any wheel arrangement, any cond. Price & details—first letter. F. B. Bachand, 37 Cohoes Rd., Watervliet, N. Y.

FOR SALE: 4-6-0 Varney kit, valve gear, tend., Varney diesel swit., Roundhouse 0-6-0, Mantua shifter w/ valve gear, 30 frt. 4 pass. 50' trk., 100 ft. rail, ties. Switches, etc., trees, pack. $90. Chuck Baird, Box 3027, Carmel, Calif.

FOR SALE: HO globe diesel "A" unit gd. cond. w/ painted plastic top. $6. Pittman HO "Bride & Groom" multiple unit (new) Painted & built up in org. boxes. $8. set. Robert Barnes, 555 W. Lindley Ave., Phila. 20, Pa.

TRADE: Athearn diesel S.F., A.F. trans., 3 Globe pass., Cub 14 plane eng., rocket ignition eng w/ ignition equip. Want HO Camelback 4-6-0, or Tenshodo 0-8-0 switchers in gd. cond. Earl Barrick, 1543 Neil Ave., Columbus 1, Ohio.

WANTED: Small tr. set OO ga. including transformer, must be gd. working cond. Cast by return M. Best, 163 Regent Rd., Downsview, Ontario.

FOR SALE OR TRADE: AF S ga. equip. 12 fr. cars, 3 pass., 3 transformers, pr. sw., also much trk & accessories. Stamp for list. Tom Blake, 2708 E. Denney Way, Seattle 22, Wash.

WANTED: Mountain type tenders suitable to use w/ O ga. tinplate. Norman W. Boomer, 371 Main St., New Brunswick, Canada.

WANTED: 1879 or 1884 Car Builders' Cyclopedia, and information regarding their availability of above. Leo D. Bores Jr., 4358 Olivia, Royal Oak, Mich.

FOR SALE: Plasticville set, most bldgs.—fair & gd. cond. Best offer. Frank Brownie, 621 Deodara Dr., Altadena, Calif.

FOR SALE: All-Nation O ga. 4-8-2 Mountain loco, custom blt. by Blums Hobby House. Excel. cond. $85. Stamp for list. Eli G. Burick Jr., 2007 Charles St., Rockford, Ill.

FOR SALE: Large quantity of HO equip., excel cond. Self-addressed envel. for list appreciated. Ken Butterfield, 624 Arthur St., Plymouth, Mich.

FOR SALE: Complete HO layout, 7 engs., 45 cars, power pack, bldgs., figures, trk, extra parts, motors & power equip. Over $485. value. First $200. Virgil Canterbury, Box 251, Walton, West Va.

FOR SALE: Lionel OO Hudson, tender w/whistle, box car, tank car, coal & caboose $25. S ga. 4-6-2 & tank car $15. F. Cameron Ayer 11, 529 W. Woodland, Ferndale 20, Mich.

FOR SALE: Scintilla electropack senior. Reasonable. Ben Clay, 1000 S. Sixth, Monroe, La.

FOR SALE: Lionel: 226, 773, 736, & SF. Kasiner streamliners, R&T trolley kit, pr Gargraves switches, AMT Frt cars, HO Circus kits, Pa. interurban, S ga. kits, Burgess Vs600. W.C. Dannecker, 200 Shafor, Middletown, Ohio. (Please—10 word limit! Ed.)

FOR SALE: Lionel 623 diesel switcher, never used. Other gd. cond. Lionel equip. Send stamp for list. R. Dommers, 58 Wall St., Wallingford, Conn.

FOR SALE: AF 4-6-2 loco, 13 cars, coal loader, switch, 100 watt trans., 118 trk, 2 operating semaphores, loading platform, beacon, handcar. $230. value, first over $90. takes all. Alden Dreyer, Main St., Wales, Mass.

FOR SALE: 100 ft. Peare .172 brass rail. 32 switches, 500 Ft. flexible brass trk, 7 brass switch kits, all Peare S. tinplate. Also other equip. Stamp for list. Karl Keller, Rt. No. 3, Box 88, Springfield, Mo.

WANTED: US HO equip., esp. Old Time, Varney frt. trks., NMRA couplers, anything. Will trade original color photos British railways, locos, stock, British train books, etc. R. Ellis, James-Robertson, 67 Groveland Rd., Beckenham, Kent, England.

FOR SALE OR TRADE: Athearn O tinplate trucks, & scale O cars for Lionel operation. Want scale O (2) rail items. Stamp for list. Oliver England, 326 W. Jackson St., Belvidere, Ill.

FOR SALE: 30 HO locos, 75 frt. cars, 60 pass. cars. Kits & Built. 50 new 28 v. rot. switch mach., motors, Hi-freq. kit and bulbs, rheos. Mag list. Stamped env. Graydon Fasig, 122 Marvin Ave., Akron 2, Ohio.

WANTED: S. Ga. scale: Cleveland 10-wheeler, super scale Whitcomb diesel, built up or kits. Have AF, S or HO to trade. Eugene Fletcher, County St., Rehoboth, Mass.

FOR SALE: Best cash offer gets 3 imported O ga. auto block signals; never used. Suitable Lionel, Kusan-Auburn, Marx. Hugo J. Forde, 1125 Forest Ave., Bronx 56, New York.

WANTED: AF equip.—engines & accessories. Ronnie Gaston, 1107 E. Walnut, Springfield 4, Mo.

FOR SALE: HO Atlas No. 6 swit., $1 ea. 2 Varney diecast A units, 8 w/pully dr. $10. ea. B unit $2. Varney swit. diecast $10. "Redball" Alco road swit. "Lindsay" powered $12.50. Bob Gleeson, Cedar Lane, Rivervale, N. J.

FOR SALE: New Lionel 022 switches—$17.50. 731 switches—$30. Auction on rest of Lionel & catalogs. Send for list. Jim Goyer, 615 Rimrock, Billings, Mont.

FOR SALE: Kemtron "Montezuma" modern version, never unwrapped, in perfect cond. — $35.00. Hi-Ballers "Golden Era Baggage," never unwrapped. $2.50. Norman C. Guinard, 3033 Wellington Ave., Schenectady 6, N. Y.

FOR SALE OR TRADE: 024 loco & tender—2 years old. Want O ga. loco and tender. Charles Hamer, 224 McKinley Ave., Libertyville, Ill.

FOR SALE OR TRADE: AF 3/16 S ga. equip. worth—$250. Will trade for HO or sell for best offer. Send stamp for list. Wayne Hamot, Rural Station, Box 336, Cedar Lake, Indiana.

FOR SALE OR TRADE: Lionel No. 2343 diesel body & frame—Santa Fe colors. Santa Fe No. 2343 "B" unit w/trucks, all in good cond.—no motor. S. Hatsch, 3326 Bowman St., Phila. 29, Pa.

FOR SALE OR TRADE: Outboard outfit. Class "M" 3 point Hudro & Hubbell custom built racing motor complete. Winner 1956 Western APBA Divisionals, ready to race. Worth $600. Want HO. R. A. Hawley, P.O. Box 246. Costa Mesa, Calif.

WANTED: New & used O ga. circus wagons & equip. Also parts. Send price list. Lial Hopkins, 6015-24th Ave. N. W., Seattle, Wash.

FOR SALE OR TRADE: 1922 model T beach wagon. $400. cash, terms, or market value in stamp collection, trains, motor. $32.95 Lionel train set—$16.95. Walter Hoxie, 78 Davis Ave., Cranston, Rhode Island. (Let's keep these ads all railroad. Ed.)

FOR SALE OR TRADE: S ga. (AF)—2 locos, 30 cars. TT ga.—3 locos, 50 cars. HO ga.—Varney EMC Mantua Mogul & shifter. Want HO kits; Markin electric locos. Roy B. Humphlett, 111 W. Indian River Rd., Norfolk, Va.

FOR SALE: HO metal sleepered trk. suitable for 3 rail. Approx. 300 ft. of trk. 26 switches. 6 dble slips. dble junction. 2 dble junction & dble slip units. $100. J. H. Jarrett, 167 Portland Ave., Town of Mount Royal, Que., Canada.

SALE OR TRADE FOR HO: American Model RR (Alexander), catalogs — 4th, 5th, & 7th editions; Lobaugh 1934-35, 1937, 1939; Icken 1935, 1936, 1937 MRR, June 1939; MRD June 1939. T. E. Jessett, 13203 7th Ave., N.W., Seattle 77, Wash.

TRADE: HO Japanese model kit 2-6-2 for 0-6-0 or any TT engine. PFC Donald W. Drybola, M.P. Hq. Bn., 3rd Mar. Div. (Rienf) FMF, c/o FPO San Francisco, Calif.

FOR SALE OR TRADE: 3 AF train sets, crossover, extra trk, 2 pair manual switches, knuckle couplers, very gd. cond. $130 value. $75, or $75 stamp collection in trade. David Klemp, 17308 Elagr Ave., Torrance, California.

WANTED: O ga. untouched kits by Model Structures of Calif.—esp. Howe Bridge, Piers, sand house, interlocking tower, enginehouse. Also bldgs. materials by same. R. L. Knight, Jr., 934 Hospital Trust Bldg., Providence 3, R.I.

TRADE: Printing (RR passes, stock certificates, stationery, forms, etc.) for HO equip., trk. etc. What will you trade? Dave Knoch, Rt. 4, Box 296-D, Saugus, Calif.

FOR SALE: Lionel Santa Fe twin diesel, 7 cars, 3 trans, 80 sec. 027 trk, 2 027 switches, 2 stations. 2 train tables: 18c4, 6x4. Figures, etc. Ronald C. Knurth, E. Main St., c/o Weisner Bros., East Aurora, N. Y.

WANTED: Railroadiana, particularly tickets, timetables, etc. Will exchange current Eastern timetables w/West Coast enthusiasts. Stuart J. Malkin, 126 Walnut St., Bloomfield, N. J.

TRADE: 54' Ambassador w/foreign stamps worth $20. For Mantua Belle w/tender or 0-4-0 camelback w/tender. Bruce Mayclain, 6253 N. Deerfield Ave., San Gabriel, Calif.

WANTED: Tender for Varney 2-8-0. Trade modern locos, cars for old time. Have locos, cars, kits to sell. Geo. Mazon, 1007 Whitman, Medford, Oregon.

FOR SALE: AF switch control boxes, no wiring. Bob McCarthy, 315 S. Florence, Springfield, Mo.

FOR SALE: AF 283, 287 locos. 2 box cars, hopper, 2 cabooses, tk. car, girder car, gondola, flatcar. 16 pc. st. sec., 20 curve sec. Pr. AF r.c. switches. 2 rc uncouplers. gd. cond. All $42. William Mercer, 639 Card Rd., Reading, Michigan.

TRADE: Mags. Flying—Dec. 41, Aug. 47, Dec. 47, Dec. 55; Skyways—Dec. 43, Aug. 47, Mar. 48, Dec. 53; AM AVIA May 45, Nov. 46, Nov. 47, Dec. 55; AVIA WK—4 issues. For HO, AF or Lionel Motive power or cash. T. W. Meredith, 1457, McFarland Rd., Pittsburgh 16, Pa. (Keep 'em short. Ed.)

TRADE: Real rock, many colors & textures—western mountains—20 lbs. for your scenic layout. Want O ga. traction car parts & plans. Lee Mountain, Kern County Fire Dept., P.O. Box 908, Bakersfield, Calif.

TRADE: French revolution rifle in ex. cond. except for minor spring. Want AF No. 336 4-8-4 loco., or No. 346 0-8-0 loco. All letters ansd. David Neumann, 42 Silver St., Branford, Conn.

FOR SALE: Glove "A-B-A" w/Lindsay power, gd. cond. $7.50. Robert H. Nuhn, 630 Princeton, Elyria, Ohio.

WANTED: Will buy old type Lionel 6 wheel pullmans for O ga. Leonard Peterson, 214 Heatherwood Rd., Havertown, Pa.

FOR SALE: AF S ga. Pennsy Pacific loco. Broken tender lead & draut bar. Otherwise all right. 4 frt. cars & gr. pullman. Make offer. All mail ansd. Roger Phillips, 3602 NE 13th Ave., Portland 12, Oregon.

FOR SALE: Large assort. of Lionel, Ives, AF, Std. Ga. trains & equip. Free, detailed list on request. Elwood C. Pieper, 165 Read St., New Haven 11, Conn.

STAMPS: 1100 British colonial, stock bk, album, 2 catalogues, magazines etc. Worth $20. Casting outfit, Flueger reel, Southbend rod, plugs, metal fishing box. Worth $18.00. Want HO old time locos, equip. Geo. Pojer, 434 Walnut St., Yonkers, N.Y.

FOR SALE: Complete Lionel layout—will sell separate, write for list—will consider trade for photography equip. All letters ansd. John Port, 707 South Main, Windsor, Mo.

WANTED: Lionel O ga. pass. cars. Madison, Manhattan, Irvington, No. 2625, 2627, 2628, also Lionel swit., 0-6-0 wheel arrangement. Ed Ranier, 527 Roff Ave., Palisades Park, N. J.

FOR SALE OR TRADE: OO scale Hudson w t, 4 frt cars, 3 switchers, 100 sec trk, all 3 rail. Want Lionel 0-72 items & catalogs, Julius V. Raiola, 233 5th Ave., Brooklyn 15, N.Y. (In future, please address your Swapper Ads to Swappers Column, so ad will not be sent to wrong department and possibly get lost or delayed. Ed.)

FOR SALE OR TRADE: 8x10 pictures of steam engines on Penna-Reading Seashore Line. Have k4's, 0-4-0, 0-6-0, 2-8-0. Also shots of yards, turntable, & coaling tower. Trade for anything in HO. T. C. Reimel, 317 Virginia Ave., Collingswood, N. J.

FOR SALE OR TRADE: $160 in AF, $20 Plasticville. Want HO. Dan Repp, 31 Hill Dr., Crystal Lake, Ill.

WANTED: AF equip. & truckage. In gd. cond. Send list to James Reminger, 626 Elm St., Woodland, Calif.

FOR SALE OR TRADE: AF, HO Hudson 4-6-4 loco, D.C., gd. cond., for HO diesel rd. switcher or $25. L. Rice, 2113 Dora St., Fort Myers, Fla.

FOR SALE: Lionel No. 2330, GG-1 & five rare No. 2625 green pullmans; Lionel Electronic transmitter & receivers. Want Lionel racing cars; 2⅞" items; Ives locos 1694, 1764, 3245. C. C. Robinson, 7303 Hermitage St., Pittsburgh 8, Pa.

WANTED: Old AF trains, catalogs, equip. Also Ives, Lionel, Dorfan, Voltamp. Franklin Rosemont, 831 S. 19th Ave., Maywood, Ill.

TRADE: Have $20 US stamps, mint, old, Foreign. Trade for 4 Atlas snap-switches (Manual only) and about 20 pieces of straight snap-trk & curve mixed. Joseph P. Saitta, 114-40 209 St., Cambria Heights 11, N. Y.

WANTED: S ga trackage, AF or Flexible, steam or diesel switcher, also sws.—AF Peare. G. Geo. LaLonde. 111 Fremont St., Elyria, Ohio.

FOR SALE: Varney 1000 HP EMD Swit.—8 wheel dr. plus extra weight—fair cond. Hobbytown power chassis for Globe F7 8 wheel drive w/ Pittman DC-91 motor. Highest bid takes both or either. All letters ansd. Clarence Schultz, RD No. 2, Sanborn, N.Y.

FOR SALE OR TRADE: Marx equip., Santa Fe 2 unit diesel, pr. remot cont. switches, pr. man switches, 90° crossing, & trk. Want HO motive power or what have you. Phil Schwartz, 84 Locust Ave., Millburn, N. J.

TRADE: 1916 Encyclopedia of Applied Electricity-Vol No. 5 only—320 pages on Electric Railways. 1900-1915. Full page photos plus dimensional drawings, locos & cars. Framing, truck, track, and trolley construction. Like new. For Lionel locos & cars. Richard Sem, 3521 No. 54, Milwaukee 16, Wisconsin.

FOR SALE: Collectors item: 2 rail 00—1939 Lionel 4-6-4 Hudson. Make offer. W. C. Smallback, 744 Leo Dr., Santa Rosa, Calif.

FOR SALE OR TRADE: No. 1035 Lionel trans. brand new. No. 394 Lionel rotating beacon, needs bulb. 8 sec. Lionel trk, heavy duty. AF769A revolving beacon & 566 whistling billboard. Both new. Need HO rolling stock. Rodney Smith, 2877 Carmel St., Oakland 2, Calif.

TRADE: Penn Line midget diesel switcher, super detailed and painted. Want small HO steam switcher or what have you. All letters ansd. C. Spirito, 1428 Farmington Ave., Farmington, Conn.

TRADE: O ga. diesel switcher by All-Nation. Extra weights—8 wheel drive. For what you have in HO. J. Stafford, 49 Waterview Ave., Nassau Shores, Massapequa, N. Y.

WANTED: PRR T-1 loco plans, photos, or drawings. Charles W. Still, Harmony & Rosenthaul, Ave., Paulsboro, N. J.

FOR SALE: Old tinplate Lionel, Ives, AF O and std. ga., Maerklin & other HO power pks, Hornby O, all Excel. cond. T. H. Strauss, 5550 Netherland Ave., Riverdale 71, N. Y.

FOR SALE OR TRADE: AF steam loco 302 & 7 frt. cars, wrecker crane, trk & transformer. Best offer or trade. Want Rivarossi 3-rail electric & pass. cars, AC HO & Pocker equip. CDR M.P. Strohl, 49 Berkeley Ave., Newport, R.I.

FOR SALE OR TRADE: Modelpack (new), Mantua shifter, assorted HO frt. cars, Polaris switch motor, Atlas turnout, globe A&B unit (no power). Best offer or trade for Baerklin equip. in excel. cond. J. D. Sweetman, 306 N. 6th St., Oaklade La.

WANTED: TT ga. small steam locos, Star Line pass. Cars. Viking (German made) metal model ships. All letters ansd. Don Schroth, Box 91, Blue Island, Ill.

FOR SALE OR TRADE: 00 Truscale rdbed, box of wheels, trk sides, O SC 4-8-2 SP 2 wheel trailing truck etc. for OO what have you. Send for list. D. Wagner, Port Costa, Calif.

FOR SALE OR TRADE: Model rectier corp. "Model meter pack" 5 amp. excel. cond., International, 2-8-2, all Brass, test run only, cond. new. Make offers to Frank Watson, Box 308, Piedmont, Alabama.

FOR SALE: Must sell my late husband's equip. O ga. tinplate. Ives gondola & cattle car. AF 6 wheel drive loco & 7 cars. Lionel #262 loco, 2 605 pullmans and #606 obs. mixed set. Also British LMS Pass. tr., several frt. cars & mis. Amer. acces. Mrs. Winnifred A. Williams, The Friendly House, St. Paul's School, Concord, New Hampshire.

FOR SALE: Large O ga. layout. Over $1200 worth of Lionel & semiscale equip. Lionel & pass. frt. equip. 2 #773 loco's 711 remote control switches, solid rail trk. Send self add. envelp for complete list. Leslie R. Wilson, 3556 E. 120th St., Cleveland 5, Ohio.

FOR SALE OR TRADE: 7 HO locos, Varney metal F-7 diesel & some Lionel. Want tenshodo 5D-4 kits. Send stamp for list. John Zulvi, 33 Silver St., Branford, Conn.

EDITOR'S NOTE to Bruce J. Alan or A. E. Baumgarten. Please advise which name you would like your Swapper ad under and we will be happy to list it, but once only!

TRADE: 16 Kadee & 7 dummy couplers. Also 4 Kadee ramps w/Solenoid lift for what have you. Thomas Terry, 2018 Winnebago St., La Crosse, Wisc.

WANTED: Used Lionel 027 tender, stock cars, and pass. cars. Must be in gd. cond. All letters ansd. Bobby Harper, R.R. 2, Bement, Ill.

TRADE: 4x5 Brand View Camera, all aluminum, double extension bellows, f:6.3 Gundlach convertible lens 6"-8"-12", Rapex Shutter, solenoid, all tilts and swings. Want scale O gauge motive power. H. H. Carstens, 290 W. Englewood Ave., W. Englewood, N. J.

FOR SALE: Assembled and unassembled HO RR equip—locos, pass and frt cars, acc and parts—all with Mantua couplers. Send 3c stamp for list. J. B. Brouse, 149 Pierce Ave., Cuyahogo Falls, Ohio.

WANTED: Ives O gage pass cars Nos. 140-141-142-143. Repainted or original. Extra roofs for same, Marx all metal O gage 3/16 flat car with C & O lettering. Nelson E. Brown, 416 Central Ave., Rochester 5, N. Y.

FOR SALE: Lionel 2-6-2 O ga loco, 027 ga trk, trans, frt cars and acc. Have built-up plastic kits of old cars. Send for list. Robert Durk, 490 West End Ave., New York 24, N Y.

FOR SALE OR TRADE: Tenshodo, all brass, S/ Trucks, interiors P/Cars UP 1 bdrm, 1 diner, 1 Astro/D—$4 ea. Varney UP 1 comb, 1 coach, 1 obsvn—SP 1 coach—$1.75 ea. Varney F-3 ABA no power, no paint, cast.—$6. Couplers Baker type 80 pr 15c ea. Want Bride/Groom, Mantua Trolley, Lindsay 1600. Ben E. Blenner, 16715 10th S. W., Seattle 66 Wash.

WANTED: Steam locos, state cond, and price. 26"rad. Truscale milled roadbed. 15° crossings. Old Southern Mfg. Co. W. U. car kit; plans for Stan Line Truss. Have new car kits and bldg. kits, etc. for trade or selling. Geo. J. Foss, 709 N. Spring Ave., LaGrange Park, Ill.

FOR SALE: 4 car frt. #2025 loco—3 pass cars—1 pr auto sws—35' trk. $50. Ron Harris, 426 W 24th, Spokane 41, Washington.

FOR SALE OR TRADE: HO box cars, old time pass cars, pilots, leading trks, trailing trks and drivers. Sell separately or trade for Penn Line 2-8-0 or 2-8-2. Send stamp for list. Ray Keener, Cedarville College, Cedarville, Ohio.

WANTED: AF equip or S gage if adaptable to AF. All answered. Frank Murff, 670 1st Ave., Chula Vista, Calif.

FOR SALE: Lindsay HO power unit for plastic diesels. Also AF. Send for list. Howard Weiss, 151 Woodridge Dr., Stamford, Conn.

WANTED: Kits UMPCO express reefer, Dairyman's League (white). Modelton Yardmaster's office—kit #5. Thomas Zengerle, 1018 Topeka Blvd. San Antonio 10, Texas.

FOR SALE OR TRADE: Large list books, magazines, lanterns, standard, O and S locos, cars, trk, signals, etc. Want 027 or S materials. All letters ansd. Stamp appreciated. Ed. Turnier, Box 52, Five Corners, Station, Jersey City, N. J.

MODEL RAILROAD TIMETABLE

Railroad Photo Contest

EASTERN CANADA TRANSIT CLUB, Rail photo contest and Salon, Wychwood Hall, Toronto, Nov. 29-Dec. 1, 1956. Entry fee, $1.50, payable to ECTC. Not more than 3 prints per maker. Maximum size 8x10 inches. Mounting optional. Judging based on merits of print. Closing date for judging Nov. 15, 1956. Cash prizes awarded plus 10 honorable mention awards. Accepted photos will be displayed. Full details and entry blank from William G. Carruthers, 405 Belsize Drive, Toronto 7, Canada. (Editor's comment: We're glad to see a photo contest devoted to railroading and hope that even higher standards of rail photography will result. We hope before long that some group will have a Railroad Salon which fully meets P.S.A. requirements. Ed.)

Literature

FIRST QUARTER CENTURY OF STEAM LOCOMOTIVES IN AMERICA, by Smith Hempstone Oliver. 112 page well illustrated bulletin on early American steam locomotives. Includes section on model locomotives on exhibition in the National Locomotive Museum, including the famous 1935 B&O Royal Blue Hudson locomotive model which won first prize in the *Model Craftsman* contest. Published by the Smithsonian Institution. For sale by the Superintendent of Documents, U. S. Government Printing Office, Washington, D. C., Price $1.

November

YORK, PA., 12th Annual Show, Miniature RR. Club of York. Nov. 24-25, Dec. 1-2, 8-9, 15-16. Show time 7-10 PM Saturdays, 2-10PM Sundays. No admission charge. Show in club's new bldg. 381 Wheatfield Ave., south of 900 Block E. Princess St.

TORONTO, ONT., Toronto Metropolitan Model RR Club, open house every Thursday during October, 8-11 PM. 701B St. Clair Ave., W. Models of new Canadian and Super Continental. No admission charge. Club memberships available. Dennis Taylor, secretary (Sorry notice arrived just too late for inclusion in Oct. issue. We must have them AT Ramsey, N. J. by 10th of month. See Notice. Ed.)

MONTEREY, CALIF., Nov. 11. Coast Division, PCR, NMRA, will meet in City Park for Veteran's Day Picnic Lunch and Business Meeting. Tour of 5 model layouts including John Allen's new HO pike; the latter open to PCR members only (NMRA membership is a prerequisite for membership in the PCR. Ed.). The committee will have application blanks for both groups. John E. McKirahan, secy.

WALNUT CREEK, CALIF., Oct. 26-28. Walnut Creek Model RR Society Inc. annual show of 20x40 HO Diablo Valley Lines. Open Friday 7:30-10 PM, Sat. 2-10 PM, Sun 2-8 PM. Admission 25c. John E. McKirahan, Secy-Treas.

WESTFIELD, N. J., Central Jersey Model RR Assoc., Inc. Annual show. Nov. 16-18, 23-25, 30, Dec. 1-2. Fridays: 7-9 PM; Sat.: 2-5 PM, 7-9 PM; Sun.: 2-5 PM. Admission: adults 35c, children 25c. Large O gauge railroad and trolley layout. Wm. Bolmer, Secy.

NEWARK, N. J., Newark-Elizabeth Model RR Club, 325 - 16th St., Annual Show of O gauge Layout & equip. Fridays Nov. 23, 30, Dec. 7: 7:30-10 PM. Saturdays Nov. 24, Dec. 1, 8: 2:30-5:30, 7:30-10 PM. Sundays Nov. 25, Dec. 2, 9: same hours as Saturdays. Admission: Adults 40c, Children 25c. Charles Kaercher, Pres.

PORTLAND, OREGON: Nov. 17-18, 2-9 PM. Columbia Gorge Model RR Club, 3405 N. Montana Ave., annual show. HO layout in operation, model contest. Adults 50c, children 25c. Charles Storz, Jr., Secy.

STAMFORD, CONN.: Nov. 30., Dec. 7; 7:30-10 PM. Dec. 1, 8; 2-10 PM. Stamford Model RR Club operating the Atlantic Trunk Lines. Basement of St. John's church, corner Main and Grove Streets. David D. Squires, Secy.

NEW HAVEN, CONN.: Oct. 28th. New Haven Society of Model Engineers Inc. Open House to members of any other model railroad clubs only. 2:30-5:30 PM. 90 Court Street, New Haven 10, Conn. R. B. Somers, Secy.

NEW HAVEN, CONN.: Nov. 2, 4, 9, 11, 16, 18. NHSME, Annual Show open to all. Fridays 7:30-10 PM. Sunday 2:30-5:30 PM. O gauge railroad and trolley lines, aso HO layout. R. B. Somers, Secy. Admission price if any not stated. 90 Court Street (Corner of State & Court).

New Clubs

BAKERSFIELD, CALIF.: Interurban, trolley, and railroad fans and collectors interested in starting club, contact J. Lee Mountain, 1661 Olive Street. Phone FA3-5698.

CLUB PUBLICITY MEN: Items about your club for this column are welcome but we cannot print what we don't get. Items must be received at the Ramsey, N. J., editorial offices by Dec. 10th for the February issue. November 10th for January issue. Send to: Model RR. Timetable, c/o RAILROAD MODEL CRAFTSMAN, Ramsey, N. J. Please type if possible or print legibly.

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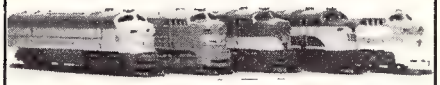

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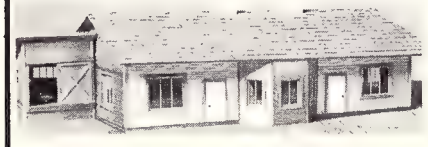

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A Memo: To Your Club's Show Committee Chairman

FROM: The Editors of RMC

During the course of our workweek we get to see a good many model pikes, both private and club owned. And we often visit clubs during their annual show, entering frequently as private citizens just like anybody else. Somehow when you plunk down your 35c or 50c admission you feel freer to criticize what you don't like. How does your club stack up on these points which follow. We think you'll have a much better club show if you remedy some of these evils:

1: Granted that you can't do too much switching and real timetable operation during a show but do you run trains continuously and change them frequently so that visitors don't see just the same two trains during their hour or so stay at your quarters?

2: Smoking is often prohibited during a show which means that people might settle for a coke. Have you a sign up. One recent show advertised cokes at 10c, actually charged 20c. Wouldn't they blow their stacks if we printed their name???

3: Got something new since last year? Or have you the same old thing again. People remember, especially the modelers. If a club can't add anything new in a year, they must be pretty much a bunch of deadheads. And the thing that is new should be something noticeable, not hidden wiring.

4: Scale club? One club we know took an awful panning for running more than 50% tinplate at their last showing.

5: Club rooms look dirty. Seems like some clubrooms look like a cross between a roundhouse and the railroad's disposal pile. Women especially like the place clean. Don't let the ceiling show cracked plaster, water pots, or even just dirt. Sweep the joint up a bit, regardless of your location. Dirt breeds fire.

6: Don't overcrowd the headquarters. If there is a capacity crowd, let the latecomers wait a spell, just like they used to in the movies, before TV.

7: Got a program? Give the advertisers a break by putting in something besides advertising. A brief history, a map, a roster, list of members; all are good.

8: Large bare spots still uncompleted? Cover them with sheets of flat wrapping paper and place a good display of extra models there for all to see. Many clubs keep dead models hidden in a roundhouse or behind a ramp. People know they're there but can't see them and they get frustrated.

9: Don't charge too much. If you charge too much this year, people won't come next year and they will tell their friends not to come.

10: Free literature is always sought. Why not have it all packaged and hand it to them as they come or go.

11: Club layouts always bring forth questions. Have your members scattered about and identified in some manner so that these questions can readily be answered.

12: Elderly people may have a job getting up and down sharp or long flights of narrow and dark stairs. Station somebody at the stairway and have them offer assistance when needed. If the stairway is outdoors, keep it clear of ice and snow.

13: Parking a problem. Lots of fans will come by car and if they can't park they'll go right away. Be sure your propaganda lists the nearest parking area.

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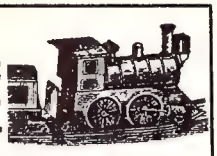

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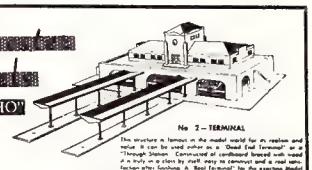

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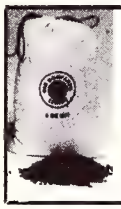

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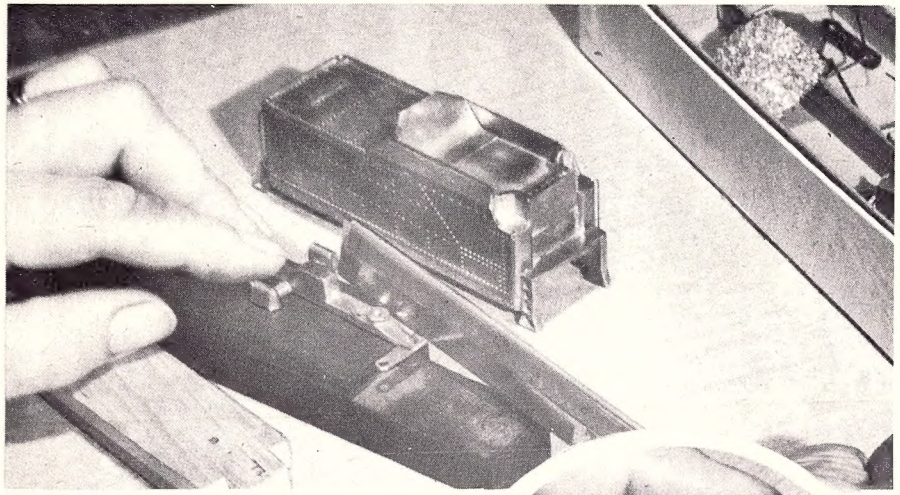
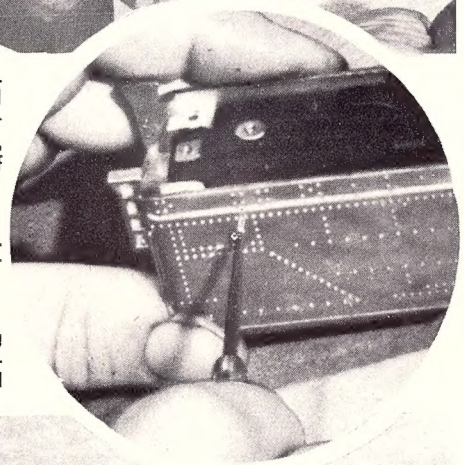
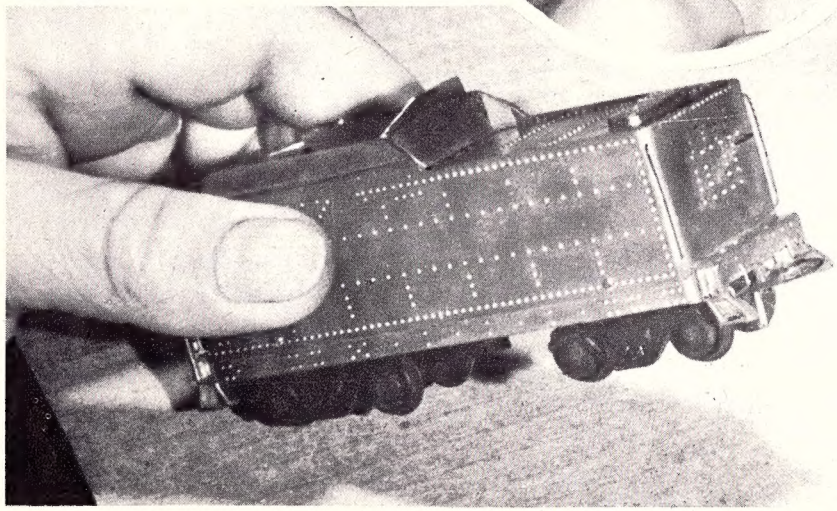


8—Remove bottom casting from wood floor. Saw or file off metal mounting lugs as decided in Fig. 1. If trucks are mounted from center posts fastened to inside top of tender casting, file off enough to compensate for thickness of wood floor . . .



9—Insert wood floor and fasten with 4 screws. Paint and letter as you prefer. Turned over, your tender no longer looks like bathtub . . .

10—Details should be added before inserting tender floor. Floor is easily removable if necessary. Bottom details are easily added to wood tender floor . . .



FOLD HERE AND PUNCH FOR BINDING

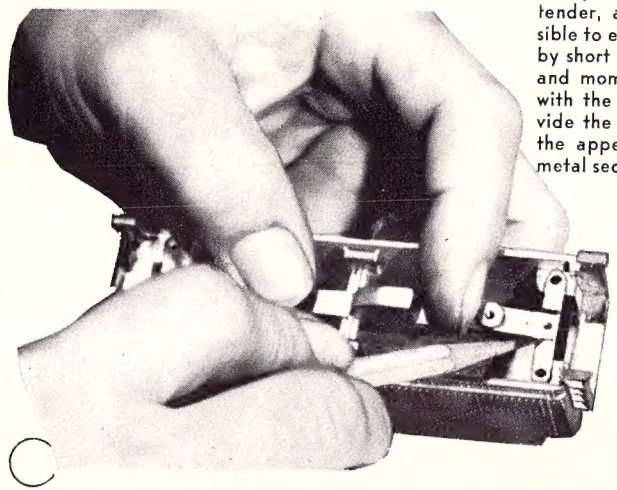
RAILROAD MODEL CRAFTSMAN

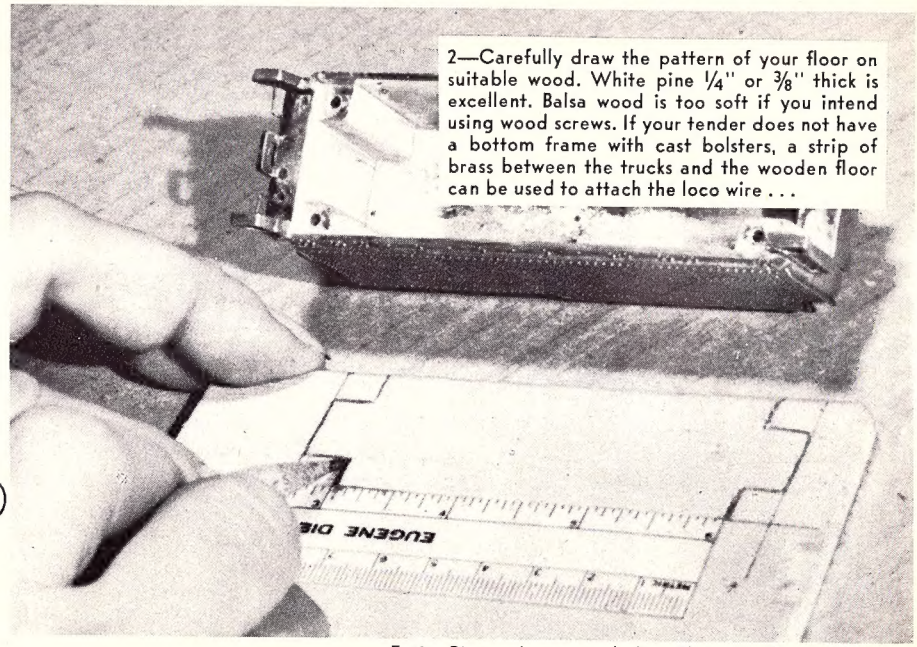
Course No. 11

LOCOMOTIVE TENDERS

Cooling Hot Tenders

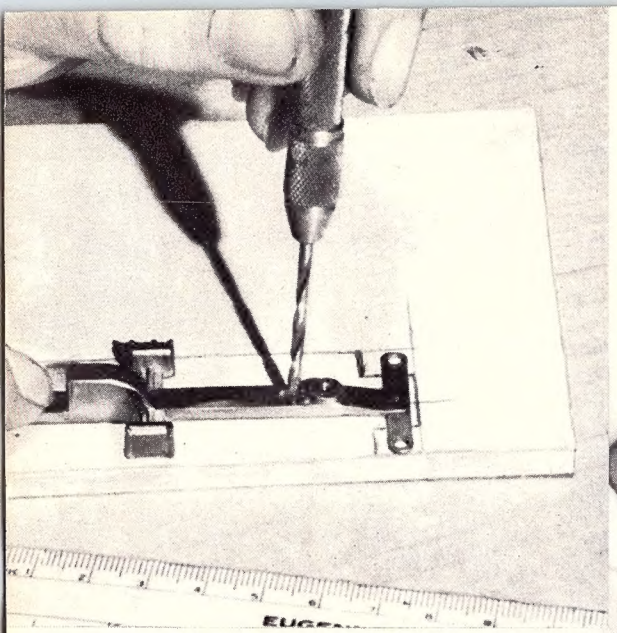
1—By insulating the body of the locomotive tender, as used in 2-rail operation, it is possible to eliminate many of the headaches caused by short circuits through use of metal couplers, and momentary contacts especially on curves, with the locomotive. A wooden floor will provide the necessary insulation and also improve the appearance of the tender. First, mark off metal sections to be removed . . .



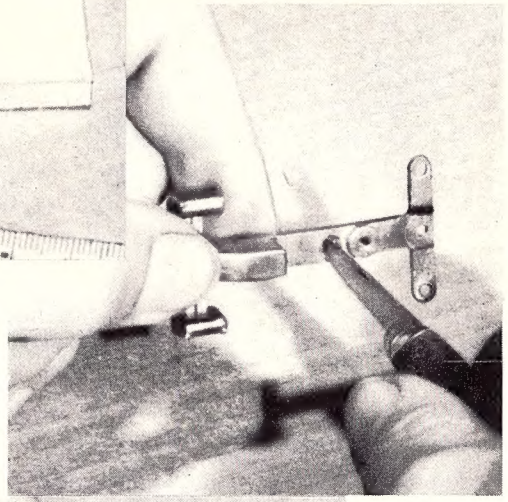


2—Carefully draw the pattern of your floor on suitable wood. White pine 1/4" or 3/8" thick is excellent. Balsa wood is too soft if you intend using wood screws. If your tender does not have a bottom frame with cast bolsters, a strip of brass between the trucks and the wooden floor can be used to attach the loco wire . . .

Entire Picture Lesson Including Photos by Samuel Skean.

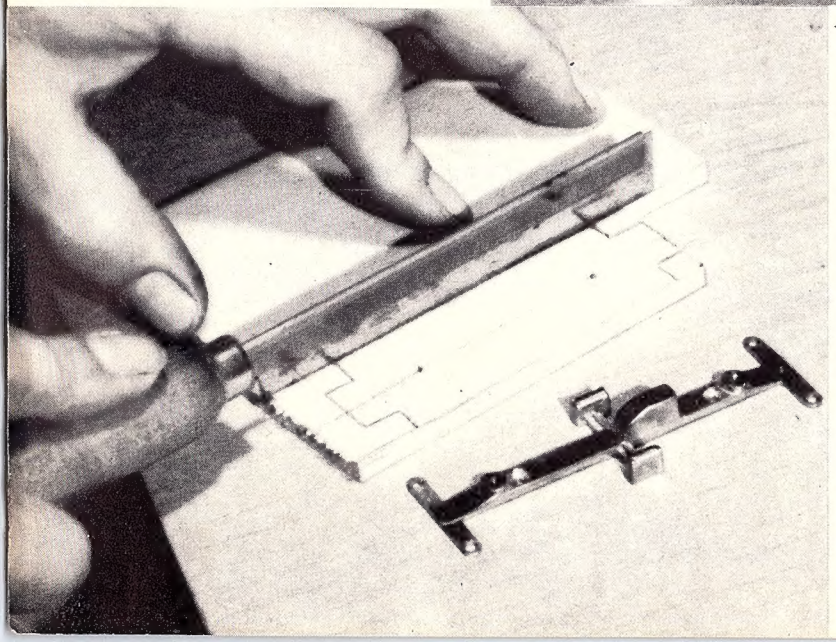


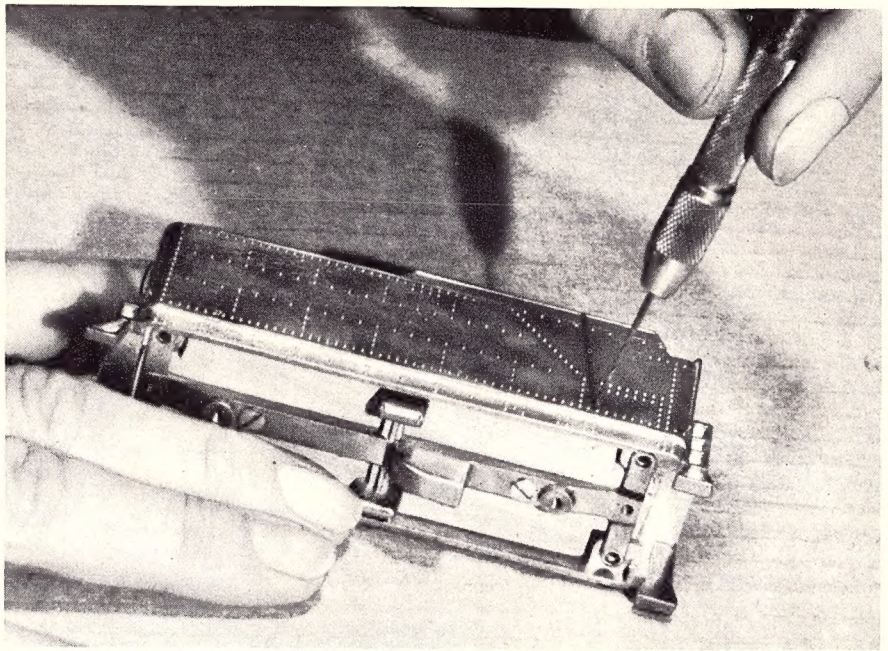
3—Locate and drill 2 holes in bottom frame for attaching to wood floor . . .



4—Ream out drilled holes with sharp blade or motor tool, to allow use of flat head screws . . .

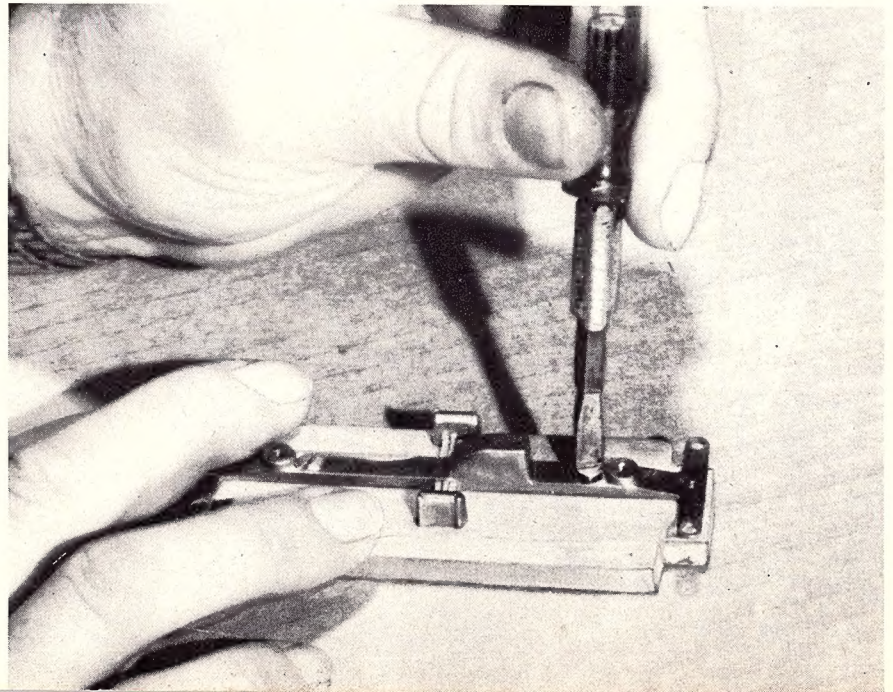
5—Carefully cut wood floor piece to assure close fit . . .





6—Temporarily attach wood floor for testing and location of mounting screws . . .

7—With wood floor in tender drill 2 holes in each side of tender body for small wood screws. Small optical screws or tiny screws as come with Mantua couplers will hardly be noticed on finished model . . .



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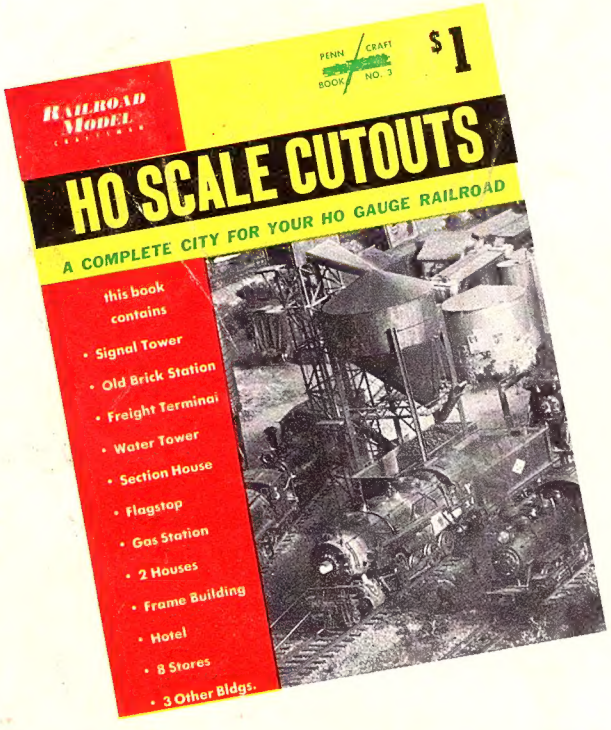

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